

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

**MISC. COMM. 458**

TRANSPORTATION (TRANS)

**TRANSPORTATION (TRANS) Meeting**

Meeting Date: Aug 22, 2023 @ 03:00 PM

Support: 11

Oppose: 1

I wish to comment: 0

Name: Kathleen Rooney	Email: krooney@ulupono.com	Zip: 96813
Representing: Ulupono Initiative	Position: Support	Submitted: Aug 21, 2023 @ 10:44 AM
Name: Riki Shimabukuro	Email: rshima15@gmail.com	Zip: 96813
Representing: Self	Position: Support	Submitted: Aug 21, 2023 @ 02:01 PM
<p>Testimony: I support Bill 020(23): to establish a permanent Restricted Parking Zone in the Wilson Tract, Kula Kolea and Aoao Street neighborhoods. The pilot program has alleviated the parking problems as well as reducing crime, trash on the streets, people drinking on the sidewalk etc. making it a safer community for the residents. The RPZ program has transformed the neighborhoods and has given the streets back to the residents. I am in favor of this bill.</p>		
Name: Marina Nishimura	Email: nishimuramarina@gmail.com	Zip: 96819
Representing: Self	Position: Support	Submitted: Aug 21, 2023 @ 02:04 PM
<p>Testimony: I support Bill 020(23): to establish a permanent Restricted Parking Zone in the Wilson Tract, Kula Kolea and Aoao Street neighborhoods. The pilot program has alleviated the parking problems as well as reducing crime, trash on the streets, people drinking on the sidewalk etc. making it a safer community for the residents. The RPZ program has transformed the neighborhoods and has given the streets back to the residents. I am in favor of this bill.</p>		
Name: Marian Shimabukuro	Email: marianshima@gmail.com	Zip: 96819
Representing: Self	Position: Support	Submitted: Aug 21, 2023 @ 09:08 PM
<p>Testimony: I support Bill 020(23). The RPZ Pilot program has proven to be successful in alleviating the parking problem Wilson Tract, Kula Kolea and Aoao neighborhoods. Not only has it alleviated the parking problem, the residents got their neighborhoods back. It's a safer community with reduction in crime, abandoned cars, litter, etc. I hope you will consider this bill. Mahalo.</p>		
Name: Alan Kumalae	Email: kumalae001@gmail.com	Zip: 96819
Representing: Self	Position: Support	Submitted: Aug 21, 2023 @ 10:27 PM
<p>Testimony: My name is Alan Kumalae and I reside at 2004 Aoao Place in Kalihi Valley. I am strongly in support of Bill 20 (2023). For the past six years I have participated in a Restricted Parking Zone program, which was a pilot project and have found it to be very beneficial to my neighborhood. Besides providing ample parking for my neighbors especially those who live in multi-generational homes, it has helped tremendously in the safety and cleanliness of our immediate environment. By passing Bill 20, other communities will have an easier time also creating and expanding restricted parking zones. Also it will make restricted parking zones fairer and equitable and Bill 20 makes all temporary restricted parking zones like ours permanent. Please support the passage of Bill 20 which will help alleviate the parking problem so many residents face especially those living in multi-generational dwellings and it will help them to remain in Hawaii. Thank you for allowing me to express my strong support of Bill 20 (2023).</p>		
Name: Lynette Kumalae	Email: kumalaea001@gmail.com	Zip: 96819
Representing: Self	Position: Support	Submitted: Aug 21, 2023 @ 10:31 PM
Name:	Email:	Zip:

Alan Kumalae	kumalaeak@icloud.com	96819
Representing: Self	Position: Support	Submitted: Aug 21, 2023 @ 10:46 PM
<p>Testimony:</p> <p>My name is Alan Kumalae and I live at 2004 Aoao Place in Kalihi Valley. I am strongly in support of Bill 20 (2023). For the past six years I have participated in a Restricted Parking Zone program which is a pilot project and have found it to be very beneficial to my neighborhood. Besides providing ample parking for my neighbors especially those who live in multi-generational homes, it has helped tremendously in the safety and cleanliness of our immediate environment. By passing Bill 20, other communities will have an easier time creating and expanding restricted parking zones. Also it will make restricted parking zones fairer and equitable and Bill 20 will make all temporary restricted parking zones like ours become permanent. Please support the passage of Bill 20 which will help alleviate the parking problems so many residents face especially those residing in multiple-generational homes and enable them to remain in Hawaii. Thank you for allowing me to express my support of Bill 20 (2023).</p>		
Name: Kevin Oshiro	Email: koshiro@ronshawaii.com	Zip: 96819
Representing: Rons Construction Corporation	Position: Support	Submitted: Aug 22, 2023 @ 08:24 AM
<p>Testimony:</p> <p>Aloha!</p> <p>Thank you very much for continuing to hear this important bill, with the hope Bill 20 will pass this final hearing scheduled for today. We've whole-heartedly supported this bill from it's inception, to improve the overall public safety of residents, and vehicles/pedestrians traveling through our neighborhoods. Bill 20 will enable law enforcement officers patrolling our streets to remove on their own, potential threats to public safety without first receiving calls to 9-1-1. Less calls to 9-1-1, and removing the potential for retaliation from repeated offenders who choose to break the law by illegally parking, loitering, littering, abusing alcohol, using illegal substances, vandalizing, and disturbing the peace, is a real solution to everyday problems we call all agree with.</p> <p>Please pass Bill 20 today.</p> <p>Mahalo, Kevin Oshiro, President Rons Construction Corporation</p>		
Name: Natalie Iwasa	Email: iwasajunk@mail.com	Zip: 96825
Representing: Self	Position: Oppose	Submitted: Aug 22, 2023 @ 09:14 AM
Name: Casey Paet	Email: shorekaseter@gmail.com	Zip: 96819
Representing: Self	Position: Support	Submitted: Aug 22, 2023 @ 10:29 AM
Name: John Mizuno	Email: repmizuno@capitol.hawaii.gov	Zip: 96819
Representing: Self	Position: Support	Submitted: Aug 22, 2023 @ 02:10 PM
Name: J.S. Higa	Email: jsh2.oahu@gmail.com	Zip: 96819
Representing: Self	Position: Support	Submitted: Aug 22, 2023 @ 02:36 PM
<p>Testimony:</p>		

Relating to Bill 20 (23), I whole-heartedly support the proposed Bill 20 (23) to permanently establish the Kalihi Valley Restricted Parking Zone (RPZ). The RPZ pilot project has resulted in safer, quieter, and cleaner streets in the Wilson Tract. There have been less incidents of vehicles blocking the residents' driveways and being left on the street for several days.

Thank you for considering my testimony.



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

HONOLULU CITY COUNCIL COMMITTEE ON TRANSPORTATION  
Tuesday, August 22, 2023 — 3:00 P.M.

**Ulupono Initiative supports Bill 20 (2023) CD1, Proposed CD2 (Submitted by Councilmember Dos Santos-Tam), Relating to Parking.**

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

My name is Kathleen Rooney, and I am the Director of Transportation Policy and Programs 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)**, 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,

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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*

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.<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 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,

Kathleen Rooney  
Director of Transportation Policy and Programs

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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://bppi.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/>

August 21, 2023

Aloha Transportation Committee Chair Tyler Dos Santos-Tam & Committee Members,

My name is Lynette Kumalae and my husband, Alan and I live in Kalihi Valley on 2004 Aoao Place. For the past six years we have participated in the RPZ (Restricted Parking Zone) program along with residents on Aoao Street, Kono Street, and Kono Place.

I believe that RPZ has been a successful project in its primary purpose of providing adequate parking for our residents. Since the onset of the RPZ program, besides providing parking, we have seen a reduction of noise, trash, and loitering which was caused by non residents. The entire neighborhood looks much cleaner than before and residents agree that they feel much safer now. As a result of implementing the RPZ project, residents have become better acquainted and have started looking out for each other, making it easier for all of us to form a neighborhood watch program in the near future.

I strongly support Bill 20 (2023) and ask for your help in passing it out of this committee. First of all Bill 20 will make it easier for other communities to create and expand restricted parking zones. Secondly Bill 20 will make restricted parking zones fairer and more equitable for all. Finally Bill 20 will make all restricted parking zones like the one we've had in Kalihi Valley for the past six years permanent. I think that other communities will benefit from our experience in RPZ and we will be glad to help them implement their program.

I humbly ask for your support and help in the passage of Bill 20 and I thank you for your kind attention.



TO: Members of the Committee on Transportation

FROM: Natalie Iwasa

DATE: Tuesday, August 22, 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 restricted parking zones permanent. Today you are considering four committee drafts, which will likely make this complicated to follow.

On one hand, you're telling developers that one parking stall per unit is adequate and all that is required. My understanding of this policy is that it was to motivate people to own fewer cars and use public transportation.

On the other hand, you're telling residents that if they have enough support among their neighbors, it's okay to have many more cars, because the city will allow residents to have privileged parking in front of their homes. Not only that, but no worries about cost, because for significantly less than \$1 per day, permittees will be granted this privilege. I realize the bill states there are no guarantees, but it was reported that in some of the current RPZs, there are plenty of open spaces. On top of all of that, if you don't have the money for the fee (if the director determines "**the rate would cause an undue financial hardship**"), it may be waived. **The fact that the director could waive RPZ fees is a slap in the face to hardworking taxpayers and should be removed.**

**RPZs are not good public policy. The program should be scrapped.**

I recognize, however, that discussion will continue. Therefore, with respect to the bill as amended and the proposed drafts, following are some of my comments.

The bill allows an RPZ based in part on the number of vehicles parking in the area that are not registered to residents of the area. The only way to determine this is to have someone crosscheck the license plates on the vehicles with the city vehicle registration information. **This would be time consuming and labor intensive (read costly).**

The bill allows a simple majority of residents to support creation of an RPZ rather than the current 75% thereby making it easier to create an RPZ.

One version allows only two annual permits, including both residential and visitor, but waivers of that requirement by the director are allowed. In other words, if a household has more licensed drivers who each have their own vehicles, they may be allowed to have extra permits. **There is no incentive to reduce the number of vehicles owned.**

If you're going to pass out a committee draft, the \$250 base line permit fee is more reasonable than \$100. As you know, this program is subsidized by taxpayers, who already pay for maintenance of these roadways.

The **CD2 8/15/23 12:41 p.m.** version includes a requirement that "residents and nonresidents who purchase an RPZ permit will bear the costs to repair and maintain the streets, sidewalks and street trees within an RPZ, up to the amount of . . . fees paid after deduction of costs to administer the RPZ program." I certainly appreciate this attempt at reducing the amount of cost other taxpayers will have to cover, but it appears this would be very challenging to administer. In addition, it seems likely that there will not be much remaining after administrative fees are deducted.

**Bottom Line I urge councilmembers to vote "no" on this bill and all of the proposed CDs. There's enough divisiveness and stress in communities today without adding this policy and additional cost to it.**

Aloha Transportation Committee Members,

I am here today on behalf of my neighbors, family and friends that live in Kalihi Valley. Specifically we live on 2019 Aoao Place.

Over the past few years this program has had a HUGE positive impact on our community while creating a sense of pride, ownership, unity and accountability for the residents in this area. We have seen how our area has "cleaned up" and changed dramatically. My wife and I purchased our home in 2013 and have seen the transformation first hand. Prior to the regulations I was scared to let my young children play on our street or cull de sac. When we moved in there were people from the Kam IV housing on our street daily. They would monopolize the parking spots for months and park derelict cars (no safety check, no registration, sometimes no tires) all over our streets. They would drink until 4 a.m., play music, break bottles and litter right in front of our property. My neighbors and I would have to sweep up broken glass, vomit, human feces, soiled baby diapers, car parts etc. You name it and my family and I would have to clean it up almost daily. Furthermore, my car was vandalized and broken into several times. My wife and I would work 14 hour days and come home to no parking. In some cases we would have to park on Kono street on the Diamond Head side of Like Like. Crossing Like Like with two young children at night was dangerous and should not be our only option. After a long day of work we should be able to park in front of or near our home. It was impossible to have family gatherings as there is never any parking on the street. With the RPZ we are able to have family over and they can use our guest parking passes.

In closing, we humbly ask that you please consider keeping this program in place. We need this RPZ in place as it has greatly improved not only the parking situation on our street and community, it has made it cleaner and safer for our keiki and kupuna. Furthermore, I strongly feel this program may work in other communities on Oahu that may be experiencing the same challenges we have had to endure all these years.

If you have any questions or if we can provide feedback to support this program state wide please let us know. I am more than happy to assist.

Mahalo! Paet Ohana

## Testimony in Support of Bill 20, CD1

**Brief History for the development of RPZ: Lack of parking so we started a pilot program in 2017 and approved three tracts which ensured 230 on-street parking for Wilson Tract, 140 street parking for Kula Kolea and 100 street parking for Kono and Aoa residents.**

**Three major points to support Bill 20:**

**1. RPZ will ENSURE ADEQUATE PARKING for specific neighborhoods that need parking.**

**a. Another significant benefit of RPZ is that it has reduced crime, illegal dumping and trash, theft, property damage, trespass, loud late night noise.**

### **ENSURE ADEQUATE STREET PARKING & REDUCING CRIME**

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**2. Concerns about SUBSIDIZING RPZ for Kalihi Valley:**

**Rationale - To our Councilmembers on the Westside - Kalihi residents are paying their taxes to support Rail even though Rail will not be of benefit to Kalihi. However, we understand that Rail will benefit our Westside neighbors and Rail we believe will ultimately reduce traffic for Oahu County, therefore, we pay taxes to support Rail without complaining about it.**

### **SUBSIDIZING RPZ & RAIL**

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**3. RPZ will significantly cripple MONSTER HOMES: City & State Elected Officials all agree that we need to secure more tools to close down MONSTER HOMES. RPZ can help in this effort to neutralize the ill effects of MONSTER HOMES.**

**Pg. 8 & 9 of Bill 20 under "Criteria" (b)(1) provides that the Director in determining to expand, reduce, or modify an RPZ, shall consider factors including but not limited to the following: Pg., 9 (H) *Whether other regulations or measures would improve parking availability.* Also on Pg. 9 (E) provides another factor to determine RPZ is whether a majority of the residents in the affected area support the initiative, which may include a petition signed by a majority of the residents.**

On Pg. 11 under "Limitations" **Each dwelling unit is limited to four annual residential permits and one annual visitor permit; provided that residents may request a waiver of this limitation from the Director. In determining whether to grant a waiver request, the Director may consider the availability of on-street parking in the requester's residential area and the number of licensed drivers in the household.**

**RPZ CAN REDUCE MONSTER HOMES**