

BILL020(23)
Testimony

MISC. COMM. 501

TRANSPORTATION (TRANS)

TRANSPORTATION (TRANS) Meeting

Meeting Date: Sep 12, 2023 @ 02:30 PM

Support: 2

Oppose: 1

I wish to comment: 0

Name: Micah Munekata	Email: mmunekata@ulupono.com	Zip: 96813
Representing: Ulupono Initiative	Position: Support	Submitted: Sep 11, 2023 @ 12:18 PM
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Representing: CARES	Position: Support	Submitted: Sep 12, 2023 @ 12:45 PM



Email: communications@ulupono.com

HONOLULU CITY COUNCIL COMMITTEE ON TRANSPORTATION
Tuesday, September 12, 2023 — 2:30 P.M.

Ulupono Initiative supports Bill 20 (2023) Proposed CD2 (OCS2023-0821/9/7/2023 2:23 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) Proposed CD2 (OCS2023-0821/9/7/2023 2:23 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, stormwater management, larger sidewalks, access to more micromobility options or dedicated bike lanes, etc., rather than just “free” private car storage. In addition,

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

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 Transportation Committee

FROM: Natalie Iwasa

DATE: Tuesday, September 12, 2023

SUBJECT: Bill 20, CD1, & Proposed CD2, 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 the proposed CD2 which would make restricted parking zones (RPZs) permanent. **(What happened to the CD2 that was passed by the Transportation Committee on August 22?)** I oppose all versions of this bill for various reasons that have been previously noted.

If you're going to pass this, however, maybe it should be expanded. Parking around parks gets to be very difficult when sports teams have their events. Drivers park in no-parking spots and near corners, making it difficult for other motorists to see cross traffic that is coming. If you only allowed parking by residents with permits, this would cut down on those problems, and families that live nearby could drive their cars to the park and likely be assured of parking.

But why stop there? All public parking on our roadways, with the exception of stalls that have parking meters, could be restricted - charge a fee for all on-street parking. This could be a money maker instead of money taker.

Attached is an editorial the Honolulu Star Advertiser published September 8, 2023. I agree with them.

RPZs are a gross misuse of taxpayer funds. The program should be scrapped.

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Monday, September 11, 2023 | Today's Paper |

EDITORIAL | OUR VIEW

Editorial: No private zones for street parking

Sept. 8, 2023

Residents along the public streets surrounding Kalihi Valley Homes have devoted years of effort into calling for, and modeling, a publicly regulated Restricted Parking Zone (RPZ) that grants them exclusive parking privileges close to their residences. They and advocates have tried repeatedly, but unsuccessfully, over several years to get a bill passed to establish the Kalihi RPZ permanently.

Meanwhile, at no cost to these residents, they've enjoyed a "pilot" program that restricts evening parking along area streets to those with residential permits over past six years. Frankly, that's an over-long period of time to grant free, privileged parking access to public streets.

This year, a bill was again introduced to make permanent an RPZ on streets adjacent to the public housing project. Bill 20 received its ninth City Council hearing on Wednesday, but concerns over fairness, delegation of authority and cost to taxpayers again emerged — and Bill 20 was sent back to committee.

The Council should kill this bill — and end the misguided pilot RPZ. No adjustments to Bill 20 can make it fair or proper. It is bad policy and would be bad precedent to set up a city-regulated, fee-generating Restricted Parking Zone in this area, when parking is merely a sideshow to residents' actual complaints.

Testimony in support of the bill reveals this essential flaw: "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 911 ... 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," wrote resident Kevin Oshiro.

RPZs may have their place in Honolulu's transportation planning. But in this case, the RPZ would exist largely to control and limit access to public streets, rather than to fairly ensure residents have adequate parking.

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If illegal parking, littering or vandalism are concerns, laws and remedies exist to address them. Criminal behavior should be answered with police enforcement and criminal prosecution — not by shutting neighbors out of parking spots with a city-subsidized permit program.

There are other reasons to be dubious of this bill's value. Calls to create additional RPZs can be expected, and communities including Kaimuki, Palolo Valley, Liliha, McCully-Moilili and Haiku have expressed interest in the past. That would only spread private use of public spaces, favoring those who can afford it.

Then there's the cost and toll on city Department of Transportation Services (DTS) resources. During fiscal year 2023, DTS estimated costs to administer the Kalihi Valley RPZ at more than \$124,000, including an estimated 2,080 hours of staff time.

If passed, Bill 20 would cost DTS an estimated \$194,500 annually, with 700 permits issued. That's about \$278 per permit for this so-far free RPZ. DTS has recommended annual permits cost at least \$100.

Finally, there's a troubling lack of consensus on key provisions in Bill 20's Committee Draft 2, as revealed by changes offered Wednesday on the Council floor. Most concerning: While the bill delegates authority to create, expand or dissolve an RPZ to DTS, agency Director Roger Morton recommended against this at the hearing. In doing so, he agreed with a bill opponent who called giving that power to DTS an open invitation to "corruption."

Bill 20 is simply off the mark. By adding guaranteed street parking, in addition to the parking already included on home lots, it encourages residents to own additional vehicles. This undercuts city efforts to encourage use of alternative transportation, and deprives nearby residents of access to simply park their cars, as needed. The City Council should reject this bill.

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Bill 20

Dear City Council,

CARES supports Bill 20. The Honolulu City Council has declared that by creating a permit system to park, it will address crime in our neighborhoods. Crime & public safety is one of the biggest concerns of our communities. By asking people to support this permit system, it is a small sacrifice of price to justify a system to weed out undesirable activity.

Across the nation, there are permit systems in the cities & counties of San Francisco, Washington DC, Portland, Chicago, Aspen, Boulder & Boston, where the annual residential parking permits are \$100 to free. CARES will highlight the Portland & LA Permit systems in this testimony.

The Portland Permit System⁴

According to Portland.gov⁴, the permits help alleviate commuter parking in residential neighborhoods where their portal is managed by the Portland Bureau of Transportation. Please read about the [Portland Permit System here](#).

How much do parking permits cost from the Portland Permit system?

“Annual residential, business, and guest permits cost \$82.50 in all zones except Zones G, N, and M. Daily permits cost \$15 per book of 10 in all applicable zones. Annual permits in Zones G and N cost \$377.50, with a \$82.50 income based residential permit for those that qualify. Annual permits in Zone M cost \$202.50, with a \$82.50 income based residential permit. Annual business permits become prorated 6 months into their permit year and cost half price at that point.”

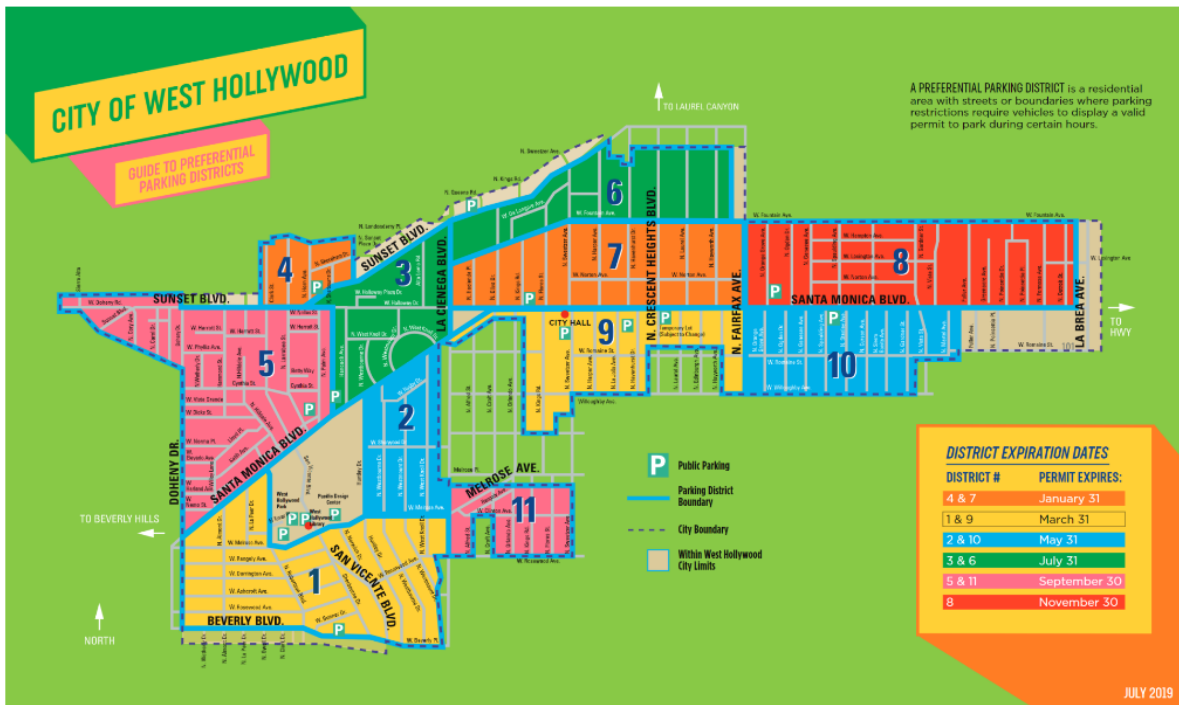
Portland is one of the most expensive permit systems across the nation.

The LA Permit System³

Introduction²

According to the [LA Municipal code](#)², “The purpose of the Preferential Parking District (PPD) is to reduce air pollution and automobile commuting, to encourage reliance on employee car pools and public transit, to reduce noise, litter, blockage of residential driveways, and to equitably allocate residential, commercial, and commuter parking in the residential area, thereby increasing availability of parking spaces for residents and providing parking spaces for businesses during the day.”

Residential Parking



District #	Permit Expires	Enforcement Begins
4 & 7	January 31 st	February 1 st
1 & 9	March 31 st	April 1 st
2 & 10	May 31 st	June 1 st
3 & 6	July 31 st	August 1 st
5 & 11	September 30 th	October 1 st
8	November 30 th	December 1 st

- Residential parking is divided into 11 districts
- 1 year system

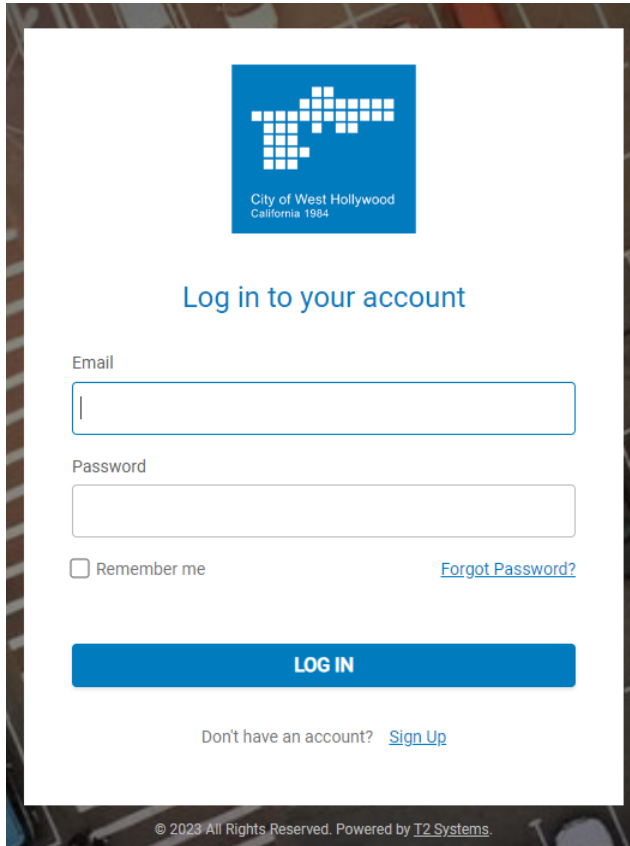
Application Process

1. Proof of residence
 - a. Utility bill
 - b. Lease agreement
 - c. Driver License ID
2. Valid picture ID

3. Current California Vehicle Registration
 - a. Vehicle registration must be under resident's name and it must be the primary vehicle. No commercial use or use by non-resident.
 - b. Separate registration is required for each vehicle.
 - c. Other documentation is not acceptable (insurance, title, etc).

Parking Permit Portal

- New residents can apply for a permit via the city's online portal



The screenshot shows the login page for the City of West Hollywood. At the top center is the city logo, a blue square with a white grid pattern, and the text "City of West Hollywood California 1984". Below the logo is the heading "Log in to your account". There are two input fields: "Email" and "Password". Below the "Remember me" checkbox is a blue "LOG IN" button. At the bottom, there is a link for "Sign Up" and a footer that reads "© 2023 All Rights Reserved. Powered by T2 Systems."

Resident & Guest Permit

Resident Permit

- Online process
- Resident permits are decals and issued to a License Plate or VIN
- A limit of 4 decals per address per permit year
- Permits may not be transferred without re-registration

Resident Permit Fees

- Cost: 1 car is \$26 (Tier 1 is 1 car; Tier 2 is 2 cars; Tier 3 is 3 cars; Tier 4 is 4 cars)
- Non-refundable
- Limit 4 resident parking permits
- New or renewal fees increase by the number of permits requested
- Permits being replaced due to change in registration is free
- There is a prorated fee:
 - The regular permit cost is for a full year 7-12 months
 - Anything less than 6 months or less is prorated rate
 - If you apply pass the halfway point for renewal, you pay prorated rate
 - If the term starts in Jan, but you apply in July, you pay the prorated rate

Permit Tier	Regular Rate*	Prorated Rate*	EV Rate**
Tier 1	\$26	\$14	\$13
Tier 2	\$34	\$18	\$18
Tier 3	\$56	\$29	\$29
Tier 4	\$79	\$40	\$40

*Permits are issued at no cost if purchased in the final month before expiration

**Verified EV applicants are eligible for reduced permit rates when supporting documentation is provided during registration. Only registration's showing "Motive of Power=E" shall be eligible. If registering multiple electric vehicles, separate copies of each vehicle's current CA registration must be submitted. If multiple vehicles consisting of non-EV and EV are being registered, EVs must be reported after the non-EV vehicles to receive the greatest discount.

Guest Parking Permit

- Cost: \$37 (non-refundable)
- Limited to 2 per address
- Guest permits are placards and can be interchangeable
- Must be used within vicinity of the registered address
- Misuse may result in citation, towing or revocation
- Guest parking permits processed after the resident's District prorate date is \$19

Visitor Permit

- Visitors of residents parking in preferential parking districts must display a temporary Visitor Parking Permit
- Visitor permits are free and may be requested up to 5 days in advance
- Maximum 25 permits for 1 day and no more than 100 permits for 1 residential address in the same month
- Visitor permits may not be issued in excess of 15 calendar days each month per address
- Permits may be obtained online or in person at [Kings Road Parking Garage](#). For online Visitor permits read our Permit-by-Plate information page [HERE](#).

Permit Renewal

- Apply online
- Sent by USPS mail
- Residents renewing via USPS - please do not submit cash
- Contact **PermitParking@weho.org** PermitParking@weho.org to get a temporary permit if residents have not received permit by new permit period's effective date

Lost/Stolen Permits

Guest Parking

- Free if reported within 21 days of application
- Present USPS Receipt of Claim record
- After 21 days, the cost to replace is as listed:

Guest Permit Replacement Fee Schedule

Tier	Scenario	Fee
1	Lost/Stolen After 21 Days	\$49
2	Lost/Stolen After 21 Days	\$74
3	Lost/Stolen After 21 Days	\$114

Max of 3 Replacement Guest Permits per Renewal Cycle

Any vehicle displaying a reported lost or stolen permit is subject to citation and tow at the owner's expense.

Resident Parking

- Free if reported within 21 days of application
- Present USPS Receipt of Claim record
- After 21 days, the cost to replace is regular prices

Prorate Rates

Resident Parking Permit

Resident Parking Permits are sold in the form of a decal are only valid for a maximum of 1 year. Decals are valid only for the vehicle to which it is registered. See the table below for your [Residential Parking Program](#) District's details.

District	Expiration Date	Prorate Start Date*
4 & 7	January 31	August 1
1 & 9	March 31	October 1
2 & 10	May 31	December 1
3 & 6	July 31	February 1
5 & 11	September 30	April 1
8	November 30	June 1

**Permits are prorated six months into their life-cycle*

Applicant vehicle must be registered in California and must be the resident's primary vehicle. Commercial use or use by a non-resident is prohibited. Resident permits are by decal and issued to a specific vehicle's License Plate or Vehicle Identification Number (VIN). A maximum of 4 decals may be purchased per address each permit cycle. Permits may not be transferred without re-registering through the Permit Counter. To avoid being charged a replacement fee, the permit being replaced must be returned to the Permit Counter at time of the transaction.

Overnight Resident Permit

- Overnight Resident Parking Permit is \$9 per quarter
- Per permitted vehicle
- Must park in City parking facilities
- Facility not accessible during closing hours
- Permit sales subject to availability
- City facilities: Kings Road Garage, Spaulding Lot, the La Jolla Lot
- For more information, please contact ABM Parking at (323) 848-2067

Commercial Permit

- Must apply in person
- Provide current pay stub as evidence of employment
- Parking Division has sole discretion on availability
- Permits are not guaranteed if its not available
- Renewals are not guaranteed if its not available
- Lost/Stolen Policy: replaceable if reported within 21 days of application w/ USPS Receipt of Claim record. After 21 days, it is full price.

C Parking Permits

Commercial-type "C" parking permits are no longer sold to new applicants. Existing type C permit holders may retrieve new rate information by emailing the [Permit Counter](#). New businesses must abide by the City's [Business Parking Requirements](#). New businesses are strongly encouraged to verify parking requirements before entering into a lease.

M Parking Permits

Type "M" permits are valid in designated spaces between 7 am and 7 pm on San Vicente Blvd between Melrose Ave and Beverly Blvd to qualifying businesses.

E Parking Permits

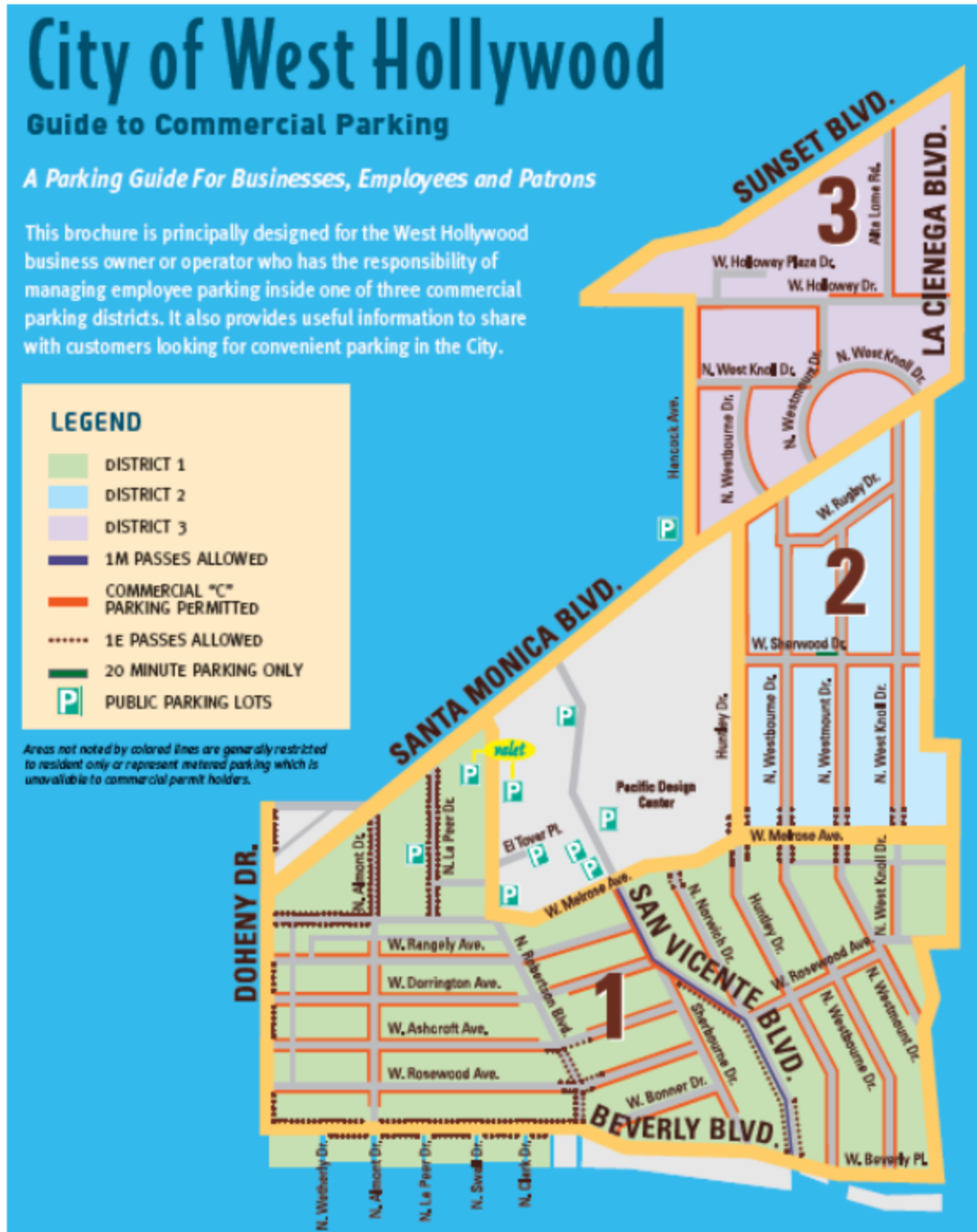
Type "E" Permits allow employees to park in designated metered spaces in the evening hours between 6 pm and 3 am. E Permits are limited to non-residents employed by a valid business within the boundaries of La Cienega Blvd to Doheny Dr and Santa Monica Blvd and Beverly Blvd.

Permit Fees

Effective Period*	Cost**		
Term	C-Permit	M-Permit	E-Permit***
3 Months (1 Quarter)	\$218	\$164	\$109
2 Months (Partial Quarter A)	\$146	\$109	\$73
1 Months (Partial Quarter B)	\$73	\$55	\$36

*Permits are only sold in quarters (or remaining time left) **Permits are not prorated by week. ***E-Permits are available for 1 month at a rate of \$36. Program availability is dependent on available resources. Parking availability is not guaranteed. Lack of parking is not justification for violation of local or state regulations.

Map



Real Estate Permit

- Agents conducting open houses within a PPD may obtain up to 5 visitors passes per day

- 1 day dated permits; expires noon next day
- Provide proof of current licensing by California Real Estate Commission
- Address of property to be shown within PPD

Official Permit

- The Director of Public Works shall maintain a list of City Officials & staff for official business permits
- DPW will help educate officials & staff
- Official business permits are for officials & staff to conduct official city business (i.e. field visits, inspections, meetings, city projects)
- No transferring parking privileges to family or guests when not on official business
- If officials & staff are not engaged in city business while using permit, they shall suffer consequences (i.e. revocation, citation, etc)
- Official permit is not valid beyond 1 block radius of City Hall (subject to limitations of Director of Public Works)

Moving Permit

- A moving parking permit is an encroachment parking permit
- Addresses parking encroachment (encroachment: intrusion of territory; a real property law concept)
- This will reserve a parking space without receiving a citation
- It allows a car greater than 24 feet in length and over ¾ tons to park on residential streets
- Spaces are reserved by Parking Enforcement in accordance with **WHMC 10.07.160**

Encroachment Type	Fees	Request Due Date	Minimum Posting Requirements (WHMC 10.07.160)	Moving Hours	Consecutive Days*
Residential Move	\$15 per Permit	5 Days	72 Hours	8 am until 5 pm	1
Commercial Move	\$24 per Space	3 Days	24 Hours	8 am until 5 pm	1
Oversize Vehicle	\$36 per Space	3 Days	24 Hours	12 am until 11:59 pm	2

**Subject to Permit Specialist Discretion*

The Law¹

The West Hollywood municipal code is the law which creates the parking permit system in Los Angeles, California. The permit system is called “Preferential Parking Districts”. Please read Chapter 10.08 “Preferential Parking Districts” for more information. Below is an outline of the chapter.

Chapter 10.08 Preferential Parking Districts

[Show All](#)

Note

[10.08.010 Definitions.](#)

[10.08.020 Designation of Preferential Parking Districts.](#)

[10.08.030 Issuance of Permits.](#)

[10.08.040 Posting Signs in Permit Parking Area.](#)

[10.08.050 Permit Parking Exemption.](#)

[10.08.060 Exemption of Certain Vehicles.](#)

[10.08.070 Exemption of Emergency Vehicles.](#)

[10.08.080 Application for and Duration of Permit.](#)

[10.08.090 Permit Fees.](#)

[10.08.100 Deposit of Permit Fees.](#)

[10.08.110 Penalty Provisions.](#)

[10.08.120 Permit Revocation Procedure.](#)

[10.08.130 Residential, Guest, Visitor, Commercial, Official Business, and Contractor Permits.](#)

[10.08.140 Dissolving District.](#)

[10.08.155 Suspension of Enforcement.](#)

[10.08.156 Interim Parking Regulations Pending Study.](#)

[10.08.157 Amendment of Preferential Parking Regulations.](#)

[10.08.160 West Hollywood Preferential Parking District No. 1.](#)

[10.08.170 West Hollywood Preferential Parking District No. 2.](#)

[10.08.180 West Hollywood Preferential Parking District No. 3.](#)

[10.08.190 West Hollywood Preferential Parking District No. 4.](#)

[10.08.200 West Hollywood Preferential Parking District No. 5.](#)

[10.08.210 West Hollywood Preferential Parking District No. 6.](#)

[10.08.220 West Hollywood Preferential Parking District No. 7.](#)

[10.08.230 West Hollywood Preferential Parking District No. 8.](#)

[10.08.240 West Hollywood Preferential Parking District No. 9.](#)

[10.08.250 West Hollywood Preferential Parking District No. 10.](#)

[10.08.260 West Hollywood Preferential Parking District No. 11.](#)

Contact

CARES called the **LA City Clerk** 323-848-6400 and asked for Parking Division to talk about the permit system.

Conclusion

If Kalihi's permit system will be modeled after any of these counties, it will work well. If creating an organized parking system can address such an important concern such as crime, it is justified.

Thank you for the opportunity to testify.

Works Cited

1. "Chapter 10.08 Preferential Parking Districts." Library.qcode.us, library.qcode.us/lib/west_hollywood_ca/pub/municipal_code/item/title_10-chapter_10_08 . Accessed 1 Sept. 2023.
2. "10.08.160 West Hollywood Preferential Parking District No. 1." Library.qcode.us, library.qcode.us/lib/west_hollywood_ca/pub/municipal_code/item/title_10-chapter_10_08-10_08_160. Accessed 1 Sept. 2023.
3. "Parking Permits | City of West Hollywood." Wwww.weho.org, www.weho.org/city-government/city-departments/public-works/parking-services/parking-permits. Accessed 1 Sept. 2023.
4. "Apply for an Annual Area Parking Permit for Residents and Employers in Zones A-U | Portland.gov." Wwww.portland.gov, www.portland.gov/transportation/parking/annual-zone-parking-permits. Accessed 6 Sept. 2023.