

BILL020(23)
Testimony

MISC. COMM. 527

COUNCIL

COUNCIL Meeting

Meeting Date: Oct 4, 2023 @ 10:00 AM

Support: 2

Oppose: 3

I wish to comment: 1

Name: Micah Munekata	Email: mmunekata@ulupono.com	Zip: 96813
Representing: Ulupono Initiative	Position: Support	Submitted: Oct 2, 2023 @ 12:40 PM
Name: Trey Gordner	Email: trey@gogordner.com	Zip: 96706
Representing: Self	Position: Oppose	Submitted: Oct 3, 2023 @ 04:03 PM
<p>Testimony:</p> <p>I am a member of the Ewa Neighborhood Board and I oppose this bill.</p> <p>RPZs would be used to exclude my constituents in Ewa from accessing the natural beauty of this island, including public parks, trails, and beaches paid for with their taxes. Even worse, the fee schedule does not even cover the costs of the program (\$278/permit), let alone the real costs that the city bears to provide that street parking, including maintenance and opportunity costs.</p> <p>In other words, this bill demands that the many subsidize their own exclusion from public property for the benefit of the few. Proponents of RPZs wish to turn public streets into private ones without bearing the costs themselves, which is both unjust and fiscally unsound.</p>		
Name: Thomas Cestare	Email: cestare@hawaii.rr.com	Zip: 96734
Representing: Lanikai Association	Position: Oppose	Submitted: Oct 3, 2023 @ 04:33 PM
<p>Testimony:</p> <p>While the Lanikai Association supports RPZ proposals, we cannot support Bill 020(23) in its current form. We believe that all communities should have the ability to apply for an RPZ in order to protect the health and safety of neighborhoods that are impacted by overwhelming traffic and parking issues. This Bill does not allow for an RPZ in communities near the shoreline and/or hiking trails that are some of the most adversely affected by traffic congestion, illegal parking, and unsafe conditions.</p>		
Name: Natalie Iwasa	Email: iwasajunk@mail.com	Zip: 96825
Representing: Self	Position: Oppose	Submitted: Oct 3, 2023 @ 11:51 PM
Name: Choon James	Email: ChoonJamesHawaii@gmail.com	Zip: 96762
Representing: Self	Position: I wish to comment	Submitted: Oct 4, 2023 @ 09:02 AM
<p>Testimony:</p> <p>Aloha! Our concern relating to Bill 20 to implement RPZ -restricted parking zone cannot become a one-size-fits-all.</p> <p>We sympathize with the particular neighborhood in Kalihi. Residents are entitled to have some relief from the city to support their quality of life and enjoyment in their neighborhood.</p> <p>However, no neighborhood are the same. Some of us do not even have paved sidewalks. Making homeowners pay extra for parking outside their homes raises concerns about costs of living. The costs could increase significantly. Groups like Ulupono Initiative appear to promote their own social engineering agenda for vehicular use and urbanized living. But the fact is Oahu's various vehicular needs can be very different from each other.</p> <p>We need to be careful of legislation that causes negative unintended consequences throughout Oahu. Mahalo.</p>		
Name: Choon James	Email: ChoonJamesHawaii@gmail.com	Zip: 96762

Representing: Self	Position: Support	Submitted: Oct 4, 2023 @ 09:07 AM
<p>Testimony:</p> <p>Aloha! Our concern relating to Bill 20 to implement RPZ -restricted parking zone cannot become a one-size-fits-all.</p> <p>We sympathize with the particular neighborhood in Kalihi. Residents are entitled to have some relief from the city to support their quality of life and enjoyment in their neighborhood.</p> <p>However, no neighborhood are the same. Some of us do not even have paved sidewalks. Making homeowners pay extra for parking outside their homes raises concerns about costs of living. The costs could increase significantly. Groups like Ulupono Initiative appear to promote their own social engineering agenda for vehicular use and urbanized living. But the fact is Oahu's various vehicular needs can be very different from each other.</p> <p>We need to be careful of legislation that causes negative unintended consequences throughout Oahu. Mahalo.</p>		



Email: communications@ulupono.com

HONOLULU CITY COUNCIL REGULAR MEETING
Wednesday, October 4, 2023 — 10:00 A.M.

Ulupono Initiative supports Bill 20 (2023), CD2, Proposed FD1 (Submitted by Councilmember Dos Santos-Tam), 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), CD2, Proposed FD1 (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.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_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.

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://bppi.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 Honolulu City Council

FROM: Natalie Iwasa, CPA, CFE

DATE: Wednesday, October 4, 2023

SUBJECT: Bill 20, CD2, & Proposed FD1s, Relating to Parking (and Restricted Parking Zones) - **OPPOSED**

Aloha Chair Waters and Councilmembers,

Thank you for this opportunity to provide testimony on Bill 20, CD2, and the proposed FD1s which would make restricted parking zones (RPZs) permanent. I oppose all versions of this bill for various reasons.

When legislators allow for exceptions to our laws, they should be for the public good, either directly or indirectly. The real property tax credit, for example, is subsidized by other taxpayers and allows low-income homeowners to pay lower real property taxes. The idea behind this program is that these homeowners will be better able to pay their taxes and remain in their homes. That is an indirect benefit to society.

The RPZ program, however provides no public benefit. Instead of reducing the number of vehicles on our roadways, it motivates people to have more.

It may reduce nuisance and illegal activities in the RPZ itself, but those activities merely get pushed elsewhere.

Not only are RPZs not good public policy, they cost taxpayers more, because the permit fees do not cover the cost.

Please vote “no” on Bill 20 and remove the current RPZs.