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CITY COUNCIL
HONOLULU, HAWAII

MEMORANDUM

Date: November 23, 2011

To: Ernest Martin, Council Chair
Clayton Wong, Fiscal Administrator

From: Councilmember Ann Kobayashi *AK*

Subject: Rail-Volution, Washington D.C. and Denver, Colorado T.O.D

From October 16, 2011 to October 19, 2011, I was very fortunate to be able to travel to Washington D.C. to attend the 2011 Rail-Volution Conference. My trip allowed me to extensively learn about other rail systems around the nation, alternative technologies, and different transportation practices being implemented by other municipalities.

My travels also included a brief trip to Denver Colorado from October 19, 2011 to October 21, 2011. The intent of this visit was to study initiatives related to transit-oriented development.

Attached are brief highlights and findings. Please feel free to call me if you have any questions.

Thank you.

1. Opening Session

During this opening session of Rail-Volution, Mayor Vincent C. Gray of Washington D.C. detailed how the City of Washington D.C. is implementing a new street car system that this at-grade. The system will service 37 miles and the total cost of design, construction, and operation is \$1.5 billion.

Mayor Gray also presented a bicycle rental system called Capital Bikeshare. This system makes available for rental over 1,000 bicycles to city residents and visitors. With over 110 stations across Washington, D.C. and surrounding areas, individuals can rent bicycles by using their credit cards at a kiosk and return it to any station near their final destination. This enables travelers to borrow a bike when they commute to work, run errands, go shopping, or visit friends and family. The duration of rentals are for 24 hours, 3 days, 30 days, or a year, and there is access to fleet of bicycles 24 hours a day, 365 days a year. The first 30 minutes of each rental are free, with each additional 30 minutes incurring an additional fee.

1. Session on Complete Streets

The concept of complete streets is to ensure that streets are not only catered to cars, but instead compliment the use of bicycles and the mobility of pedestrians. The ideal complete street should include ample parking, easy car door access at on-street parking stalls, and bicycle lanes. Complete streets should also include enhanced ADA compliancy to increase accessibility for disabled individuals and senior citizens. Bicycle lanes should be protected, such as by poles that divide bicycle lanes from car lanes.

Other visions of a complete street also integrate a “go-green” concept that includes sidewalk planters, trees, and rain gardens. The idea is to use recyclable and renewable sources.

2. Session on Parking

Studies show that parking lots waste money and valuable land. Instead, it is more effective to implement parking for a mixed-use purpose. In mixed-use areas, multiple facilities such as schools, hospitals, shopping markets, etc., share the use of parking, as parking spaces are consolidated. This reduces the minimum parking requirement for buildings and less is spent on making parking spaces during construction. As a result, the overall cost of construction projects is lowered. The rent for residents living in condominiums or apartments located in mixed-use areas is also lowered because the need for parking is reduced.

In crowded apartment areas, cities are administering residential parking permits and visitor passes at a fee. The schedule of the fee can be determined monthly or annually. The use of these permits ensures that the on-street parking surrounding

these apartment buildings are regularly available for the residents. The visitor passes ensure faster turn around, freeing up parking for permanent residents.

Other municipalities are also using smart technology to ease the stress of parking for motorists. This includes phone applications that locate empty parking spaces for drivers. The practices of a parking hotline can also be helpful in notifying drivers of parking availability.

A question was asked of why are parking meters free during evening hours and on Sundays? The idea behind this question was that if municipalities continue to charge fees in the evening and on Sundays, then extra revenue can be collected. This extra revenue can then be dedicated to improve the surrounding area, sidewalks, and streets.

3. Transit-Oriented Development

The planning phases of transit-oriented development can take many years before completion. In the meantime, specific permitted use of the lands dedicated for T.O.D can allow farmer's markets, coffee stands, concession stands, and various community activities to be temporarily operational.

It is important to hold numerous consensus meetings with the various stakeholders and communities that will have a direct interest in the T.O.D. These meetings are intended to plan out what development is wanted and to determine the funding sources of the T.O.D projects. These meetings can also help to plan out the transportation schemes around the transit-oriented developments, such as bicycle lanes, bus routes, pedestrian mobility, ADA compliancy, etc.

An example of when consensus meetings are beneficial is evident in the development process of the Denver International Business Center. For nearly ten years, the City of Denver and various stakeholders met with impacted neighborhoods before construction began. This practice helped to vet out environmental concerns and requirements, traffic concerns, and the vision of the business center.

4. Conclusion

After being able to learn about rail lines in other municipalities, it is evident that there are many cities with populations much larger than the City and County of Honolulu that are using light rail or other alternatives. Steel-on-steel, heavy rail is only be successful in large cities with large populations, where these lines need to service large amounts of passengers over many miles.

Denver's rail system is being expanded 119 miles and cost a total of \$7 billion and in the downtown corridor, the rail is not elevated at all, which preserves the scenic view surrounding the downtown area.

City Council
City and County of Honolulu

CLAIM FOR TRAVEL REIMBURSEMENT

Date: NOVEMBER 1, 2011

Traveler: ANN KOBAYASHI

Event: 2011 RAIL VOLUTION

Location: WASHINGTON, DC

TOD
Denver, CO

Dates: From OCTOBER 16, 2011

To OCTOBER 21, 2011

| Description | Amount | Notes: |
|--------------------------|------------------------|------------------------------------|
| 1. Registration Fee | \$ 425.00 | |
| 2. Airfare | 1,392.29 | |
| 3. Hotel | 1312.23 → 1,333.93 ← | (WASHINGTON, DENVER) 924.03 388.21 |
| 4. Meals | 21.70 | |
| 5. Ground Transportation | 62.00 | |
| 6. Tips | | |
| 7. Other | | |
| Other | | |
| Other | | |
| 8. Adjustment | ★ 1000.00 ★ 2213.22 | PRP Contingency |
| TOTAL REIMBURSEMENT | NaN ← 3213.22 | |

This is to certify that the above data, based upon receipts submitted to Council Administrative Support Services via a CCLTRVL02 form, is accurate. Further, I am claiming reimbursement for expenses associated with a trip in which City business was conducted and personal funds were used to advance payment:


Signature of Traveler

Date