BILL048(25)
Testimony

MISC. COMM. 562

COUNCIL

COUNCIL Meeting

Meeting Date: Nov 5, 2025 @ 10:00 AM

Support: 4

Oppose: 0

I wish to comment: 0

Name:	Email:	Zip:
Jacob Wiencek	jacob.m.wiencek@pm.me	96815
Representing:	Position:	Submitted:
Self	Support	Oct 30, 2025 @ 10:15 PM

Testimony:

Aloha Councilmembers,

I am glad to see this bill get closer to the legislative finish line. Increasing the number of pedestrian focused spaces in Honolulu is both good social AND economic policies. People live healthier and friendlier lives when they are able to go outside safely to engage with others without having to worry about major car accidents or mishaps. Additionally, increasing the availability and safety of pedestrian spaces increases local foot traffic, which can be of critical importance to small and medium businesses. Getting more people out and about, engaged in positive social interactions and productive commerce can only be good.

I urge the Council to SUPPORT this bill!

Name:	Email:	Zip:
Abbey Seitz	abbey@hiappleseed.org	96816
Representing:	Position:	Submitted:
Hawaii Appleseed Center for Law and Economic Justice	Support	Nov 4, 2025 @ 03:14 PM

Name:	Email:	Zip:
Dylan P. Armstrong	dylan.p.armstrong@gmail.com	96822
Representing:	Position:	Submitted:
Self	Support	Nov 4, 2025 @ 03:29 PM

Testimony:

Aloha mai kākou:

I write in support of Bill 48, which would repurpose the alley known as Chaplain Lane for pedestrian uses.

The biggest single constraint on Honolulu's economy, public safety, and quality of life, is its allocation and ordering of the spatial environment. It is almost impossible to overstate how much space is wasted in Honolulu on redundancy, much of it either road paving or parking. Chaplain Lane is used for both.

I've worked as a "spatial planner," which is a skill-set within urban planning, for both the University of Hawai‘i and a Fortune 500 company. Additionally, I've traversed Chaplain Lane many times, and believe that the redevelopment of downtown and Chinatown is one of the greatest and most dynamic opportunities for the improvement of all Honolulu.

This bill is a very small step towards that improvement, with as of two previous hearing no written opponents in testimony and very little to lose in its changes to the urban grid, being a narrow alleyway.

The council should neither fear small victories nor rest on laurels with these.

Best,

Dylan P. Armstrong

Name:	Email:	Zip:
Jesse Cameron	Jessecamyou@gmail.com	96825
Representing:	Position:	Submitted:
Self	Support	Nov 5, 2025 @ 05:33 AM

Testimony:

Dear Chair, Vice Chair, and members of the committee.

My name is Jesse, I live in kakaakou, and I am testifying today in support of to [bill 048(25)] because I believe that establishing chaplain mall as a pedestrian only place will further move the community into a brighter future where we are prioritizing PEOPLE and not cars.

Thank you for listening,

Jesse

HAWAIʻI APPLESEED
CENTER FOR LAW & ECONOMIC JUSTICE

Testimony for Hawaiʻi Appleseed Center for Law and Economic Justice
Support for Bill 48
Honolulu City Council
Wednesday, November 5th at 10AM

Aloha Chair Waters and Members of the Council:
Mahalo for the opportunity to express **SUPPORT for Bill 48**. This testimony is being submitted on behalf of the Hawaiʻi Appleseed Center for Law and Economic Justice. Our organization works to build a Hawaiʻi where everyone has genuine opportunities to achieve economic security and fulfill their potential. Affordable, accessible, and safe transportation is crucial for fostering economic equality as it enables individuals of all backgrounds to access employment opportunities, education, and essential services.

Bill 48 proposes to establish a portion of Chaplain Lane as a pedestrian mall closed to vehicular traffic with certain exceptions. By restricting vehicle traffic along the designated stretch of Chaplain Lane, the bill promotes safer active transportation options—walking, rolling, and bicycling—while reducing vehicle-pedestrian conflicts. Safer pedestrian environments reduce risk of injury, particularly for children, seniors, and individuals using mobility aids, helping to advance our community's overall safety goals.

With fewer vehicles, the street may experience reduced noise, lower air-pollution exposure, and calmer public space. Moreover, pedestrian malls tend to encourage incidental physical activity—making movement through daily errands more accessible and inviting rather than being relegated to separate exercise time.

Finally, by providing a more inviting place for people to gather, linger, and engage with the built environment, the transformation of Chaplain Lane can foster stronger social connections.

Mahalo for the opportunity to testify.

Abbey Seitz

Abbey Seitz
Hawaiʻi Appleseed Center for Law and Economic Justice
Director of Transportation Equity