

BILL048(25)

Testimony

MISC. COMM. 393

*ZONING & PLANNING (ZON)

***ZONING & PLANNING (ZON) Meeting**

Meeting Date: Sep 24, 2026 @ 09:00 AM

Support: 2

Oppose: 0

I wish to comment: 0

Name: Dylan Armstrong	Email: dylan.p.armstrong@gmail.com	Zip: 96822
Representing: Self	Position: Support	Submitted: Sep 21, 2026 @ 08:51 AM

Name: Jonathan Huynh	Email: jhweather123@yahoo.com	Zip: 96792
Representing: Self	Position: Support	Submitted: Sep 21, 2026 @ 12:17 PM

Testimony:

Aloha,

I support Bill 48, which expands Fort Street Mall to include Chaplain Lane and a segment of South Pauahi Street. This is honest pedestrianization: it removes vehicle space and expands the walkable corridor.

The Committee Draft improves the original bill by integrating Chaplain Lane into Fort Street Mall rather than creating a separate, disconnected space.

The bicycle provisions are pragmatic. Allowing cycling at 10 mph while prohibiting dangerous behavior replaces an impractical "dismount" rule. This balances pedestrian safety with cyclist access, recognizing that adjacent streets (Beretania and King) present real hazards for riders.

I urge the Council to ensure that ample bicycle parking will exist along the corridor.

Bill 48 removes vehicle space from downtown and prioritizes people. This is the kind of incremental, tangible pedestrianization Honolulu needs. I urge its passage.

Mahalo for your consideration,

Jonathan Huynh

TESTIMONY FOR THE HONOLULU CITY COUNCIL
COMMITTEE ON ZONING AND PLANNING
THE HONORABLE ESTHER KIA'ĀINA, CHAIR, AND TOMMY WATERS, VICE CHAIR

21 September 2026

Bill 48 (2025)

Aloha Chair Kia'āina, Vice Chair Waters, and Committee Members,

Thank you for considering my SUPPORT for 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 would be difficult to overstate how much space is wasted in Honolulu on redundant vehicle road way or parking.

The committee might well consider the *context* of Chaplain Lane within the pre-automobile street grid of Chinatown/Downtown Honolulu. This area experiences an unduly **high level of traffic stress** between transportation *modes*, due to conflicts or competition existing in such narrower traffic routes, with accompanying high **visual impediment**, **speed variability**, and other **safety and mobility negative factors**.

To elaborate, the 2022 O'ahu Pedestrian Plan identifies the area surrounding Chaplain Lane as having no fewer than four "high pedestrian injury spot" intersections:

- **Nu'uanu Ave. and Beretania St.**, one block mauka of Chaplain,
- **Bethel and Pau'ahi Streets**, one block makai of Chaplain Ln,
- **Bishop and Beretania Streets**, one block Diamond Head of the terminus of Chaplain, yet connected to it through the plaza of the Basilica of Our Lady of Peace (all of these three intersections being *Tier 2* injury spots),
- and Chaplain Lane is two blocks Diamond Head-makai of the *Tier 1* injury spot of **Maunakea and Beretania Streets**.

https://www.honolulu.gov/completestreets/wp-content/uploads/sites/37/2025/05/20230525_Ped-Plan-Final-Report_noappendices_small_Reso.pdf

Repurposing Chaplain Lane officially for pedestrian use presents very little to lose, being a narrow alleyway that is functionally used mostly by pedestrians already. The council should neither fear small victories, nor rest on laurels with these opportunities. All of us begin or end our transportation trips as pedestrians. Some of us yet remain pedestrians primarily or entirely, as all transportation users in Downtown Honolulu once were.

Mahalo nui loa,

DYLAN P. ARMSTRONG, Urban Planner and Advocate