

BILL048(25)
Testimony

MISC. COMM. 413

COUNCIL

COUNCIL Meeting

Meeting Date: Oct 7, 2026 @ 10:00 AM

Support: 2

Oppose: 0

I wish to comment: 1

Name:	Email:	Zip:
Jonathan Huynh	jhweather123@yahoo.com	96792
Representing:	Position:	Submitted:
Self	Support	Oct 4, 2026 @ 03:42 PM
Testimony: Aloha, I support Bill 48. The CD1 is stronger than the original bill. Integrating Chaplain Lane into Fort Street Mall rather than creating a separate pedestrian space is the right call, making for one continuous corridor, not two disconnected ones. The bicycle provisions are a genuine improvement. Replacing the dismount requirement with a 10 mph speed limit and a prohibition on dangerous behavior treats cyclists as responsible users of shared space. But the bill requires bicycles to park only in city-provided racks and does not obligate the city to provide them. Without racks, cyclists have nowhere to park. Without parking, people won't ride. Without riders, the bicycle provisions in this bill will regulate a mode of transport that doesn't exist on the mall. I ask the Council to require the city to install bicycle parking along the expanded corridor. The extension should open with racks in place, not with a parking rule and nothing to park at. Mahalo, Jonathan Huynh		
Name:	Email:	Zip:
Roxanne Bolden	systemsadvocacy@alohailhawaii.org	96782
Representing:	Position:	Submitted:
Aloha Independent Living Hawaii	I wish to comment	Oct 5, 2026 @ 09:06 AM
Name:	Email:	Zip:
Dylan Armstrong	dylan.p.armstrong@gmail.com	96822
Representing:	Position:	Submitted:
Self	Support	Oct 6, 2026 @ 09:26 AM



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MISSION

Aloha Independent Living Hawaii (AILH) dedicated to providing independent living programs and services for persons with disabilities in Hawaii.

We work together with the community and consumers to improve the quality of life through individual choices and access to services.

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Testimony of Aloha Independent Living Hawai'i

Bill 48 (2025), CD1: Relating to Pedestrian Malls

Honolulu City Council · Wednesday, October 7, 2026, 10:00 a.m.

Position: Comments and Requested Amendments

Aloha Chair Waters and Members of the Council. Thank you for the opportunity to testify. Aloha Independent Living Hawai'i is the federally designated statewide Center for Independent Living.

Bicycle Speed

Bill 48 repeals the dismount rule on Fort Street Mall. It lets bicycles be ridden in any direction at up to 10 miles per hour. The limit for vehicles on the same mall is 5 miles per hour. A pedestrian mall should not allow bicycles to move faster than cars. People who are blind or have low vision, wheelchair users, and kūpuna cannot see or avoid a fast, quiet bicycle. We ask the Council to hold bicycles to the 5-mile limit on all three malls.

Dangerous Behavior

The bill bans "dangerous behavior" but does not define it. We ask that the definition include failing to yield to a person using a white cane, a guide dog, or a mobility device. We also ask that it state whether electric bicycles and scooters are covered.

Accessible Drop-Off

Passenger loading is limited to two named parcels. We ask for a provision letting paratransit and accessible rides drop off at any building on the mall.

Pedestrians keep the right-of-way under this bill. These amendments make that right real. Mahalo for your consideration.

Roxanne Bolden



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TESTIMONY FOR THE HONOLULU CITY COUNCIL
THE HONORABLE TOMMY WATERS, CHAIR, AND ANDRIA TUPOLA, VICE CHAIR

7 October 2026

Bill 48 (2025)

Aloha Chair Waters, Vice Chair Tupola, and Council 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'uānu 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