

Walking & Bicycling Questionnaire for Candidates

This State candidate questionnaire was developed by Hawaii Bicycling League, Kauai Path, Maui Bicycling League, and PATH - Peoples Advocacy for Trails Hawaii to address current state issues of importance for walking and bicycling. Your responses will be made available online and distributed to our organizations' email networks. Your response will NOT be used as the basis for any endorsements - your response will be displayed verbatim. Please respond by July 25, 2016. Late responses will be accepted and will be posted as promptly as practical.

Thank you!

Hawaii Bicycling League

Kauai Path

Maui Bicycling League

PATH - Peoples Advocacy for Trails Hawaii

Name *

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Candidate for *

Hawai'i State House of Representatives, District #13

Email *

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1. I believe that walking and bicycling should be safe transportation options available to all and we need to drastically reduce injuries and deaths of people who walk and bike. (YES or NO, and any comments) *

Yes

No

Comments?

This question involves a few different specifics. Walking and bicycling are methods of transportation, recreation and exercise. Thus, we need to be aware that each have different needs. I grew up with a father who was a triple amputee from WWII, so I never was able to go for a walk, hike or bicycle ride with him. Nevertheless, at a young age we were given bicycles and living in a small New Jersey town in those days, I was able to ride my bike all over the community. It seemed safe and enjoyable. Yet over the years, we have seen as more and more people start using bicycles as a means of transportation, the number of injuries has increased. In Europe and many other Asian countries, from a young age, the people know that there will be many people using a bike as a method to get around. Not in the United States. We have developed our cities around the automobile and now we must play catch up. I have seen on Maui where neighborhoods are developed without any concern or thought toward providing safe walking and bicycling paths. This is criminal and I have been speaking out about this for years. As bicycle usage has entered our collective consciousness, we seem to finally be realizing the necessity for development to take into account the need for safe walking and bicycling roads and paths. Sadly, there are many pedestrians who are killed and injured by bicyclists! There are pedestrians killed and injured while crossing in and having the right of way in crosswalks! Plus over half of the injuries occur in areas where the speed limit is 25 mph or less! Therefore, this is not a one size fits all challenge.

2. "Safe Passing" laws require that motorists provide sufficient space (3-4 feet for cars) when passing bicyclists; 32 states have such laws. I support the adoption of a "Safe Passing" law in Hawaii with specific passing distances. (YES or NO, and any comments) *

Yes

No

Comments

The League of American Bicyclists has adopted and promotes a model law which feels that the 3 foot standard, while useful, can be improved. We must educated the entire community when anyone first obtains and/or renews a drivers license, that bicyclists are part of our community transportation and that they are the most vulnerable. The LAB further states that "safe passing laws are not a replacement for investments in safe bicycle infrastructure, but they provide safety through education and enforcement where bicycle infrastructure is lacking." When I first moved to Lahaina in the mid 80's, I got around town mostly on my yellow 10-speed, which I had for years and brought to Maui. Sadly it was stolen out of my garage when I moved to Kula, and I have not used a bicycle as much over these last years. LAB numerated four important items as to the benefits of safe passing laws. These included: a method for education and high visibility enforcement to drivers about sharing the road with people on bicycles; an easy message for the public on how to safely pass a person on a bicycle; an effective method which responds to the highest percentage of deaths of persons on a bicycle which may impact public policy; and a way for law enforcement to hold accountable bad and unsafe behavior by vehicle operators. Nevertheless, I am a strong advocate for safe and supportive rules and laws for motorists and bicyclists.

3. Hawaii received \$171 million in federal transportation funds in 2016. While only ~2% of this amount is reserved for walking and bicycling projects, the state Department of Transportation has the option to use larger portions of these funds for walking and bicycling projects. I support increased use of Hawaii's federal transportation funding allocations for bicycle and pedestrian projects to make walking and bicycling safer. (YES or NO, and any comments) *

Yes

No

Comments

I definitely support using a greater share of federal dollars for bicycling and walking projects. I have seen the benefit on Maui, where safe, separate bicycle and walking trails have been constructed and are used by members of our community. I have also seen where they have not; e.g. with the downhill bicycle companies, and this has created anger and animosity between the local residents and the people who use this tourist attraction. If there was a separate bicycle lane, it would be safer for everyone. Plus the health benefits for those able to safely walk and ride a bike. The long term positive effects are innumerable.

4. The state has a “Complete Streets” law designed to create equality of access for all road users (people walking, biking, driving, and taking transit) by requiring streets to be planned, designed, operated, and maintained to enable safe, convenient and comfortable travel for users of all ages and abilities, regardless of their mode of transportation. I support the strong implementation of “Complete Streets,” including creating procedures that ensure full "Complete Streets" consideration on every project. (YES or NO, and any comments) *

Yes

No

Comments

If this is true, it is unbelievable! On Maui, there have been so many developments that have not implemented this “Complete Streets” law that it is shocking! As a candidate for our County Council, and a community activist for a quarter of a century, I have often spoken and testified the need to build convenient roads and paths to neighboring communities. These suggestions have fallen on deaf ears! It appears that the “law” which is currently followed is that each community exists by itself! This is so true with a couple of developments in Pa’ia and the new developments in Kahului, Wailuku and Waikapu! I am certain there are others which I am not aware of! Roads end, with either large boulders, “jersey” barriers or roads just dead end rather than continue to the adjoining neighborhood! I will do everything in my power to open up these streets and hold the County officials responsible for not following nor implementing the law! I do also want to point out here that having a father who needed to use a wheel chair prior to the Federal ADA, I am acutely aware of how many of our sidewalks and roadways can not be used by community members and citizens who must use a wheel chair or motorized scooter to get around.

5. The state Department of Transportation's 2003 Bike Plan Hawaii provides a plan for development of a network of bicycle facilities that have not been fully implemented. I support the immediate updating of this 13-year-old plan in order to integrate new bikeway planning practices and make it more applicable to current transportation and development conditions. (YES or NO, and any comments) *

Yes

No

Comments

Sadly, this is typical of both the State of Hawai'i and Maui County. We are ten years overdue with our Community plans, even though it is demanded and required by our County Charter! By now, the Bike Plan is thirteen years overdue and most definitely needs updating and bringing it up to 21st Century standards, utilizing current and future technology. Again, I will do whatever I am able to not only fully implement this outdated plan, but forcing the modernization of the proposal.

6. Eighty-one percent of Hawaii commuters drive as their primary way of getting to work and 12% walk, bike, or take public transportation. I support the establishment of specific targets to reduce dependence on private automobile transportation and increase bicycling, walking and transit use, as Kauai County has done. (YES or NO, and any comments) *

Yes

No

Comments

In 1998, on a dais during the campaign for the Maui County Council, my opponents, from the two major political parties, both expressed their opposition to Maui County devoting any funding nor resources to establishing a public transportation/bus system! I was overwhelmingly supportive of such a system, as I had been for years. Eighteen years later and after finally introducing a rudimentary bus system, this past year, Maui had over 2.5 million riders! It has been a huge success, and we need to expand it and do more. This visionary outlook toward our future and community is sorely needed in government and of elected officials. What Kauai has done is a prime example of a County taking the lead in dealing with a local issue and setting goals for what is needed. This is good planning. The State needs to use this as a starting point for our overall needs into the foreseeable future. We must set a vision of numerous alternative methods for moving people around our islands and the State. We pay extortionist fares for airline travel, which is our local means of communing between the islands. If some type of ferry system could be introduced which was not environmentally destructive as the most recent attempt, this may also be researched and investigated. Bike and electric car sharing are other innovative modes of transportation which needs to be incorporated in any overall proposal.

7. Describe ways that you have supported safer walking and bicycling in your community. (short answer) *

I have been active in the community for a quarter of a century. I have stood for the Maui County Council. For over nine years, I was the producer and host of a weekly, live, 90 minute, call-in public affairs talk show on our local public access television station. In each and ever venue, I have spoken passionately about walking, bicycling, equestrian trails and paths being incorporated in all developments and our overall planning. As previously mentioned, our Community, General and Maui Island plans are twenty years old! This is a stark case of malfeasance, misfeasance and nonfeasance by our elected officials.

8. The State has the Bike Plan Hawaii (2003) and the Statewide Pedestrian Master Plan (2013) for bicycle and pedestrian improvements. What will you do when elected to implement these plan? (short answer) *

I spoke about the Bike Plan above in question #5 and, along with the Pedestrian Plan of 2013, I will review their contents and support them. I will propose whatever additional amendments and updates are necessary and make certain that they are implement with utmost speed. Sadly, they probably both need some fine tuning.

This form was created inside of Hawaii Bicycling League.

Google Forms