

# 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 \*

Michelle Tippens

Candidate for \*

Hawaii House of Representatives - 24th District

Email \*

michelleindahouse@gmail.com

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?

Far too many pedestrians and cyclists are currently involved in vehicle accidents.

---

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

I do not feel this is the best option for a space limited environment such as Hawaii. I feel bike lanes and a PSA campaign would be far more effective and not subject the people of Hawaii to yet another type of traffic citation.

---

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

Hawaii has far more pedestrians and cyclists than other states and the allocation of funds should reflect that.

---

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

As mentioned in my response to question 3, I recognize the proportion of pedestrians and cyclists in Hawaii is greater than other states. Knowing this, I believe "Complete Streets" is an important consideration for our state specifically and support its application in future projects.

---

**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

While I support updating this plan and the implementation of pedestrian and cyclist friendly transportation networks, I cannot blindly support a plan without fully reviewing it. I am a staunch supporter of fiscally responsible planning as well and would want to see the budget made available for the plan before approving implementation.

---

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

The use of "alternative" (non- personal auto) forms of transportation is an important factor in reducing the traffic (and pollution associated with it) on our islands. I will support measures that make alternative transportation more practical for commuters.

---

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

I personally use the bus and/or walk over half the time. The first 2 years on the island I did not own a car at all and used alternative transportation exclusively. I encourage people in my life to take the bus, walk and bike.

---

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) \*

The most important step in my mind is to ensure the plans suit the actual needs of the community, to ensure the improvements create benefit. Once that has been established, I would seek to ensure the Department of Transportation is allocating an appropriate amount of funds to these projects based on the proportion of pedestrian and cyclist traffic in Hawaii.

---

This form was created inside of Hawaii Bicycling League.

Google Forms