

# 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 \*

Ainoa Naniole

Candidate for \*

House of Representatives - District 3

Email \*

ohanaainoa@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?

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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

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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

Greater accountability by the state Department of Transportation in this regard is absolutely critical. Legislators must ensure federal dollars are spent in an efficient manner to address our state's most pressing needs, which include walking and bicycling projects. Lapsing federal funds because they remain unspent is unacceptable.

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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

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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

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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

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

I believe personal accountability is important to raise awareness of biking and walking issues in our communities. Part of this kuleana is to take a walk or bike ride when there is occasion to do so. Getting out of our vehicles not only helps to improve the effects on our environment, but helps increase awareness of issues in our community with regard to walking and biking safety. I regularly jog or walk for recreation and exercise. I also enjoy taking an occasional bike ride on weekends. By doing so, I have become aware of where improvements to our pedestrian sidewalks and bike lanes could be improved. As a legislator, I am better able to identify and suggest specific improvements to the appropriate agency that can directly affect our roadways and sidewalks. Increasing the number of residents who utilize these facilities by walking or biking will enable more involvement and improvements and I will continue to find ways to encourage our citizens to do so. Additionally, biking and walking fosters a much better environment for communities to interact with each other. The positive effects those interactions can translate into cannot be overstated.

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