

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 *

Zuri Aki

Candidate for *

State House of Representatives District 36

Email *

zforhawaii@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?

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 absolutely agree. I have spent time bicycling and certainly understand those physical factors, like wind generated by a passing vehicle, that have potentially detrimental effects on bicyclists.

We want everyone to be as safe as possible, both drivers and bicyclists and providing sufficient passing space through legislation is one effective way to do it.

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 believe that we need the kind of urban infrastructure that allows us to walk and bike. Here in Hawai'i, our transportation infrastructure ultimately determines the kind of residential/commercial development that occurs. Because our transportation infrastructure is so heavily invested in roadways, our urban and suburban areas become heavily trafficked by motor vehicles.

More funding for transportation infrastructure that supports walking/bicycling is not only healthier (for people and the environment), but also helps us to build the kind of communities that we need.

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

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

I'm also very big fan of bicycle-sharing systems and see it as a kind of practice we desperately need here in Hawai'i. If we had a bicycle-sharing system coupled with the necessary bicycle infrastructure - we'd undoubtedly see a large reduction in motor vehicle traffic.

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

I am one of the eighty-one percent, who drives to work. I live in central O'ahu and work in downtown Honolulu. My work requires me to constantly travel, so riding the bus is not convenient for me and neither is walking. A bicycle-sharing system, scattered throughout our islands (especially in our urban cores) would be that balance between driving and walking that I could very much use.

Solving the long-distance commute, however, is an entirely different story.

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

While in law school (a course on sustainability), my group compiled a sustainability report that necessitated bicycle infrastructure within the City and County of Honolulu. The group met with Mayor Caldwell and presented the report to him.

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 will need to hear from the bicycling community in order to assess whether the Bike Plan Hawaii (2003) and the Pedestrian Master Plan (2013) are still viable in 2016, or if more contemporary (and innovative) systems and practices need to be included.

The bicycling community's insight will greatly help in the development of legislation that furthers the implementation of both plans. Implementation will also need funding, so I will undoubtedly look into appropriating a greater percentage from the federal transportation funds.

This form was created inside of Hawaii Bicycling League.

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