

# 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 \***

State House District 41

**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?

One of the best indicators of a community's quality of life is how accessible and friendly its streets are to pedestrians and bicyclists. The best cities in the world to raise families and spend vacation time in are all walkable or bikeable. In addition to this, incentivizing people of all ages to maintain a healthy lifestyle through regular cardiovascular activity will be beneficial to Hawaii's residents in reducing the risk of chronic diseases such as high blood pressure, pre-diabetes and Type II diabetes, and other preventable diseases. I would like to see Oahu in particular be more "user friendly" for pedestrians and bicyclists, and believe that this can be beneficial to increasing our state's overall tourism appeal.

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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

In 2015, the Legislature heard several measures which provided protective safety ranges for motor vehicle operators and bicyclists. I support these safety provisions, however the law must be carefully worded because many of Oahu's neighborhood streets are old, narrow streets where only one car can pass at a time at speeds less than 10 miles an hour and bicyclists routinely race past drivers, making it impossible to maintain a 3 to 4 foot separation even if the driver comes to a complete stop. In instances such as those, a driver would be cited by a police officer for violating the safety interval even if the 3 to 4 foot range was breached at no fault of their own. This is an area where common sense, driver education, good legislation that brings together the safety interests of all, and effective policing are all needed as a system to produce change rather than a single law being passed.

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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

I do support this, however it should be noted that multiple County, State, and Federal government agencies as well as non-profits and private businesses can play a role in financing bicycle and pedestrian projects. The Hawaii State Department of Health, for example, has made numerous contributions to bicycle and pedestrian options in Honolulu as part of promoting healthy lifestyles. Cooperative agreements, legislative appropriations for capital improvements, inter-agency transfers, and private grants are all viable means to approach this. I believe that communities and government as a whole should all contribute and that the bulk of mission responsibility should not solely fall on just one entity.

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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

While increased bicycling, walking, and transit use have certain benefits including reduced traffic congestion on the roads, lower carbon emissions, and greater physical activity, I do think this is an area that should be determined by local communities and the context of what their existing needs are. For example, in some parts of Oahu, the primary livelihood for many small business owners is medical transport and caregiving for the elderly and disabled. It is important to preserve public infrastructure for individuals and businesses that require streets and automobiles for essential needs and commerce. Many people also cannot make use of public transportation because it is difficult for them to board a bus and sit on compact, crowded seats next to others because of spinal injuries. If we disproportionately exclude these types of individuals from transportation, we would as policymakers be engaging in discrimination against vulnerable populations. This is an area that while I support it, I think communities and markets should make the call for their area on what is best for them.

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

I enjoy walking and bicycling with my family, and understand and appreciate the value this has on my quality of life and connection with my neighbors and community. I feel that this is a very healthy lifestyle choice and a good way of relieving stress, and I have always supported physically active lifestyles and exercise, especially bicycling and walking. On the Neighborhood Board I've championed the Oneula Beach Park restoration which will provide a safe environment for community residents to enjoy one of our jewels.

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