

# 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 \***

Stanley Chang

**Candidate for \***

State Senate District 9

**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?

I absolutely agree. Hawaii should pursue Complete Streets, making sure that public infrastructure is designed and utilized to allow safe access for all users, including pedestrians, bicyclists, motorists and transit riders of all ages and abilities. Designing transportation infrastructure in a way which only accounts for the motorized vehicles makes transportation choices such walking, bicycling, and taking public transportation less convenient and often dangerous.

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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

Hawaii is one of only about a dozen states without any specific legislation addressing what constitutes a safe passing distance. Hawaii's Bicycle League has been attempting recently to pass a "Safe Passing" law but has not been able to find enough allies in the State Legislature. If Elected, I will be an ally for such legislation.

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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

In 2012 I was on the Honolulu City Council and I supported Ordinance Bill 12-15 which adopted the Complete Streets standard for the City and County of Honolulu. The other counties passed similar legislation at the same time period. Up until that point, cyclists and pedestrians were in effect a secondary consideration when it came to infrastructure spending in each County. The state of Hawaii also only passed similar legislation in 2009. Because these standards are still recent on a public planning scale, it is going to take some time for infrastructure developments to reach an acceptable level for them. The state needs to support increased use of funds for cyclists and pedestrians to help reach that level soon.

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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

The State and Counties passing Complete Streets laws was only the beginning. If elected to the State Senate, I will support any additional regulations that are necessary to ensure that these standards are implemented. I also believe that Hawaii can learn from other parts of the country such as Reading, PA, which received the first ever perfect score in Smart Growth America's 2015 rankings for best Complete Street policies. One tool Reading used was metrics that they made publically available to track the progress of their policy which they tied to reviews and planning for relevant departments. Additionally, as a Senator I will ask nominees to positions relevant to transportation tough questions about how they'll ensure Complete Streets standard is considered for every project.

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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

Much has changed in Hawaii in 13 years. It is important that we take another careful look at how we can develop a safe and convenient way for those on bikes to navigate Hawaii.

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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

Plans are more effective when driven by goals. By setting a target, Hawaii can better plan around how infrastructure needs to be developed to meet the needs of commuters in the future. 81% of commuters driving will not be a feasible percentage in the future and is arguably not one now. I believe that Hawaii needs to set ambitious goals for multi-modal transportation if we want to meet the challenges of future. This must include funding for improved infrastructure that makes public transportation, biking, and walking better options for more of Hawaii's commuters.

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

In 2012 I was supported Ordinance 12-15 which adopted the Complete Streets policy for the City and County of Honolulu. Additionally, during my campaign for City Council I walked to 19,000 homes and now for State Senate I have walked over 8,000 homes. That means I have been on every single street in my community and have personally seen the need for better sidewalks, more bike lanes, and better access for people to commute. Without a doubt, Hawaii drivers have a long way to go to be more mindful of bikes and pedestrians and better about sharing roads and sidewalks. This can be especially scary for our elderly community, who are disproportionately impacted by a lack of good infrastructure for pedestrians. I support any planning methods and infrastructure investment, which would help to improve the safety of our community for all commuters.

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**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) \***

First, it is time for an updated Bike Plan Hawaii. Critics of Complete Streets should not have the option of being able to point to outdated plans and data as a reason to impede progress. With that said, we do not have to wait for updates before acting on the majority of the plan. Parts of the plan that can be acted upon now are meeting the recommendations for designing roadway projects with adequate room for bicyclists, providing protected parking at major transit hubs, and supporting bicycle education in Hawaii's schools.

If elected, I will advocate for increasing the percentage of federal transportation funds allocated for bicycle and pedestrian projects; hold hearings on the progress of Complete Streets, where I will ask State officials the important and tough questions; talk to the Governor's nominees for transportation related appointments to make sure they have a plan for Complete Streets and vote accordingly; and be proud to sponsor and vote for legislation that will keep Hawaii on track to having Complete Streets.

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This form was created inside of Hawaii Bicycling League.

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