

Walking & Bicycling Questionnaire for Candidates

This Walking & Biking Questionnaire for State Candidates 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 as you provide. Please respond by July 11, 2018. 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 *

Colleen Hanabusa

Candidate for *

Governor

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?

In a physical conflict between a car and a bicyclist/pedestrian, the car will win. Acknowledging this basic premise, we must plan, design and construct our multi-modal systems to reduce conflict zones and create safe spaces for each mode to operate.

2. Hawaii received \$178 million in federal transportation funds in 2018, 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

Absolutely. Bicycle and pedestrian projects are essential to complete streets and a healthy multi-modal transportation system. Good and safe connectivity is the key. In addition, as Hawaii's population ages, safe pedestrian walkways/sidewalks and bicycle projects are essential and serve to benefit all age groups in the islands. DOT must embrace complete streets principles and lead with more dedicated funds for bicycle and walking projects on all islands.

3. The state Department of Transportation's 2003 Bike Plan Hawaii provides a plan for development of a network of bicycle facilities to enable those of all ages to cycle for transportation. The plan has not been fully implemented. I support the immediate updating of this 15-year-old plan in order to integrate new bikeway planning practices and make it more applicable to current conditions. (YES or No, and any comments) *

☒ Yes

☐ No

Comments

An updated state bike plan is essential to informed decision making.

4. 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

☐ No

Comments

A strategic plan with goals and metrics is essential to achieving desired results.

5. Vision Zero is a government commitment to achieve zero traffic fatalities tied with a comprehensive approach and specific actions in engineering, enforcement, and education. I support the adoption of a “Vision Zero” policy at the state level and development of a comprehensive plan with specific actions to achieve zero traffic fatalities. (YES or No, and any comments) *

☒ Yes

☐ No

Comments

There is no reason for the government not to adopt a policy to eliminate all traffic fatalities and severe injuries — while increasing safe, healthy, equitable mobility options for all. There are countless reasons to adopt such a plan.

6. Red light and speed enforcement cameras have been proven to improve traffic safety for all roadway users (motorists, bicyclists, and pedestrians) by reducing incidents of red light and speed violations. I support the implementation of red light and speed enforcement cameras at high injury intersections and corridors and in school zones. *

☒ Yes

☐ No

Comments

I support the installation of red light and speed enforcement cameras to deter fatalities and injuries at high injury intersections, corridors and in school zones. However, we must define "high injury" for the purpose of identifying appropriate intersections and corridors and we must analyze "causation" of fatalities and injuries so we know the means are accomplishing their intended goal of improving traffic safety.

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

When in Hawaii meeting with constituent groups, I always talk about bike lanes, bikeshare, multi-modalism, connectivity and the economic and social power of connecting people and businesses through many modes of travel/transit. I also speak of rail and the need for TOD communities where locals can live, work and plan without the need for individual car ownership. Finally, I understand that we cannot build solutions for the future if we are constrained by our notions of what future generations need and want (i.e., millennials). Instead, we need to understand the values of the future generations for whom we are planning, designing and building.

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) *

State priority setting starts at the top and it is the responsibility of the governor to implement state policies by appointing the right departmental leaders with the right mindset to implement state policies, plans and goals. Second, the governor must lead through action and continually monitor progress against stated policies, plans and goals. Short answer: Lead the way by starting with an updated Bike Plan Hawaii.

This form was created inside of Hawaii Bicycling League.

Google Forms