

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 *

David Ige

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?

Our State and County roads should be safer for all users, including the most vulnerable that walk and bike on our public system. We are averaging more than 100 fatalities per year on our State and County roads, and nearly 30% of those fatalities are pedestrians and bicyclists. I have directed DOT to work closely with federal highways and NHTSA, county administrations, legislators, police, prosecutors, schools, businesses, advocacy groups and the community to save lives and make them better. We have worked very hard to get our walk wise and drive wise programs into businesses and communities to bring awareness to the need for awareness while walking and driving on our Hawaii Roads. DOT has worked very closely with Police and Prosecutors to provide training, funding, and partnerships to improve enforcement of destructive behaviors on our highways. Our engineers have changed the way our agencies view infrastructure. We no longer look at roads as the realm for cars. We see them as connections between our beloved communities, that should be shared by all users. When our highways division addresses a roadway, they look at how they can make the route safer and more efficient for the motoring public, and how the facility can be upgraded for bicyclists and pedestrians. Significant safety pedestrian and bike improvements were made in the Waimanalo town area of Kalaniana'ole Highway with input from the community while making the roadway more efficient. On the Leeward coast, crosswalks are being consolidated and improved, signage is being upgraded, and lanes are being narrowed to provide more shoulder space for bicyclists and pedestrians. These same types of considerations will be made everywhere If DOT highways are performing work- Pali Highway, Kipapa Gulch, Kalihi Street, Queen Kaahumanu Highway, Kuhio Highway, Lahaina Bypass, etc.

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

While 2% of funds are designated for bicycle and pedestrian projects, more than 2% was actually spent on bicycle and pedestrian improvements by my Administration as each project that is undertaken by highways must consider upgrades for bicyclists and pedestrians. There is no cap for bicycle and pedestrian projects. DOT's project selection is based on data which indicates the system needs, and the public STIP and TIP processes which prioritizes projects. We have an aging system that must be upgraded to ensure it is safe and available for future generations. As we upgrade each corridor, we look at opportunities to improve them for all users. I will continue to direct DOT to ensure that all users are considered in each project. DOT will also continue to look for alternate funding sources that assist counties and community groups in their efforts to advance bicycle and pedestrian facilities. Funds include TAP funding, such as was used to provide significant funding to BIKI, and safe routes to schools funding that provides the community a means to upgrade county routes for our keiki to get to school.

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

I have already directed DOT to update the bike plan. DOT is moving forward with selecting a consultant to get the bike plan update completed by fall of 2019.

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

I continue to Direct our Administration to achieve our 2045 clean energy goals. The reduction of fossil fuels is a large component of those goals. DOT has been working with the sustainable transportation group and the counties to improve accessibility for all users to provide alternatives to driving a car. Sometimes this means upgrading a State facility to provide safer access for bicyclists and pedestrians like Kipapa Gulch and Waimanalo Town where there are no real alternate routes that are feasible for bicyclists and pedestrians. Sometimes this means supporting the counties by upgrading a state route to take higher volumes of high speed vehicles so we can clear the local roads of traffic to make them more liveable, like Lahaina Bypass. I absolutely support setting goals that consider the entire state and county system as a whole and improve connectivity to provide more opportunities for commuters to choose to walk, bike, and utilize transit.

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

I absolutely support vision zero as any fatality on our public transportation system is too many. My Administration, through the Hawaii Strategic Highway Safety Plan has been working Towards Zero Deaths with community partners. DOT has set aggressive goals with the Federal Highways Administration to reduce fatalities significantly by implementing the Strategic Highway Safety Plan and focusing on the emphasis areas developed with our community partners.

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

Enforcement is as important as education and engineering when considering highway safety. When working with police and prosecutors, we understand the difficulty they have with enforcing the life safety rights we all have when on the road. Photo enforcement would provide more consistent enforcement coverage of the highway system that would deter the destructive behaviors that lead to the majority of fatalities like drunk and drugged driving, speeding, and distracted driving.

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

As governor I have also supported complete streets and safely increasing the use of bicycles and walking. These are key elements of communities we are now contemplating developing with transit oriented development. My administration has actively sought to increase the use of bicycles by providing significant support for bike share programs.

Additionally, my Administration understands that the leading causes of fatalities on our highways - drunk and drugged driving, speeding and distracted driving - are 100% preventable. To assist the community with shifting our culture toward safety, we have asked all senior managers in the highways division to join in the conversations regularly with the communities we serve. Our senior transportation managers now attend all neighborhood board and key association meetings quarterly, statewide. Our highways leaders report on initiatives relevant to the community and carry safety messaging to the residents to educate the public on the need to care for each other on the roads. This regular interaction has helped establish deeper connections to the community that allow the State to help residents better understand the benefits of wider shoulders, lower roadway speeds, more efficient roadway geometries, and other improvements that enhance bicyclist, pedestrian, and motorist safety that would previously not have been supported by the broader community.

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) *

The bike plan will be updated by mid-2019. Both plans will be key documents in project prioritization. Each highway project developed will consider each plan to improve accessibility on the system.

This form was created inside of Hawaii Bicycling League.

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