

# 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 \*

Jennifer Mather

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Candidate for \*

State House Representative - District 10 (Lahaina, Ma'alaea, & N. Kihei)

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Email \*

jen@jen4ten.com

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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 believe that we need more viable, safe options to facilitate walking and biking here on Maui, especially in Lahaina, where we have sidewalks on Front Street to ensure the safety of our tourists, but do not have complete sidewalks on other streets that our children and families use to get to and from work and school. We have too many near accidents that are never reported along with the actual injuries and fatalities. If we were to calculate that into the risk associated with walking and biking I do believe we would be astounded and be working with more urgency to ensure biking and walking options are more prevalent.

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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

\$3.5 million is a drop in the bucket when it comes to the cost of constructing infrastructure that makes walking and biking safer and more accessible. If we only talk about the transport options for work and school commutes, we can easily spend that 2% on a single project let alone what's necessary to facilitate real options for our communities to begin walking and bicycling for recreation on shared use paths.

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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 believe all plans have a shelf life and that plans affecting our communities should be reevaluated and updated until fully implemented. Once implemented it then needs to be assessed to ensure it is still relevant and working toward the mission and vision of the original plan. If we, as a state, are continually evolving, our plans, especially those from 15 years ago, should be evolving with us.

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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 support targeting, but I am also aware that without the infrastructure and support to get people out of their cars, that targeting is going to be severely skewed.

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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 believe it is important for us to realize that traffic fatalities are not inevitable and that with proper prevention crafted through collaboration across disciplines we can begin to lessen the impacts of car "accidents" and hopefully drill down to zero severe traffic incidents.

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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

For five years I lived in England. Speed cameras, average speed cameras, and informational light signals (ie lights on overpasses were changed from green to red if the lane was closed up ahead or flashed a slower speed limit if there was an accident or roadworks ahead) helped to heighten driver awareness in the areas where the cameras were located. I believe they play one part in improving traffic safety, but must work alongside continued efforts of driver education and re-envisioning our roadways to mitigate traffic related injuries.

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

I have had the honor to speak with Saman Dias here on Maui about more recreational biking along our potential West Side green way. I believe creating dialogue with advocates for safer walking and biking options in our community is where the real power can begin to change how our government legislates to encourage different modes of transportation.

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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, I think we need to reevaluate the plans and update them to make them more relevant. We need that completed in a compacted time frame to be able to move on to the actual implementation which will take a concerted effort and considerable political will and financing to ensure we do not fall into the same trap of decades going by without action.

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This form was created inside of Hawaii Bicycling League.

Google Forms