

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 *

Mary Smart

Candidate for *

House District 37

Email *

mghsmart@yahoo.com

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 walk for exercise and my husband bicycles over 100 miles each week. Safety is important to us.

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

Any project must be planned in achievable increments at reasonable costs. Too much money is spent on plans that are never implemented or the plans don't meet the needs nor safety requirements that residents desire.

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

The plan should be done in increments for the segments that the neighborhood residents are in most need of the bike paths. Doing a state wide plan that sits on the shelf is costly and wasteful. There have been several updates of the plan already.

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 believe that people should decide how they want to travel to work and not have arbitrary goals. As the demographics for the population change, the mode of transport needed and desired will change as well. An aging population will want to travel by private auto for safety and convenience. I want to use my private auto for travel in most instances. Most residents feel that way as well. Plans should be developed to meet the needs of the community, not a global utopian plan that has no relationship to the needs of the people.

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

Do not spend any extra money on Vision Zero. From what I read, it is a goal that we should always have in mind when doing any transportation planning. A separate plan is unneeded and unwanted.

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 want to bring back the Aloha spirit that drivers used to have where everyone willingly followed the laws and accommodated everyone else on the road. It was a laid-back time. We don't need more surveillance and enforcement overhead. Funds could be better spent on building safe bike paths.

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

My community is very safe for walking. Meheula Parkway was built wide enough with very good shoulders that make it ideal for bicycling. There are very few entries that can surprise a bike rider. However, the roads on Ka Uka Blvd is already difficult with all the driveways and will be even more dangerous when Koa Ridge is built. Wide shoulders should be planned for any roadway. Stop taking away lanes from cars. We need bike paths planned and built for bicycles -- especially for young children to safely enjoy the activity. Separate bike paths away from busy highways are the optimal solution for family bicycle outings.

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) *

I am very goal oriented and budget focused. I would find a segment where the population desires the bike path and fund those areas and make sure the job is completed. I wouldn't take away lanes from drivers. Converting one lane into a bike lane in Kippa Gulch is being discussed and the residents of my community are very displeased with this plan.

This form was created inside of Hawaii Bicycling League.

Google Forms