

# 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 \*

Michael Tengan

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Candidate for \*

State Senate District 7

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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?

Having been an avid commuter in the streets of Honolulu, I know very real dangers of cycling in urban Oahu. Whether we are talking about cycling in our state's central city or on the shores and hills of the outer islands, our communities made better by ensuring the safety of those who choose to walk with cycle in Hawaii. By ensuring safe streets for travel we are better able to promote physical activity, commuter travel and the steady reduction of carbon emissions in Hawai'i.

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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

In 2012 I had worked with the Department of Health on their bik share system in Kailua. We quickly encountered budget issues with our project. As such, I know the real cost of these types of systemic changes and support increasing our state's usage of federal funds accordingly.

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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

With the steady development of the urban Oahu (and outer islands as well), I see the importance of being able to work with an updated development plan inclusive of appropriate revisions. How can we hope to provide appropriate transportation and pathways without accounting for current circumstances now? I support revising this plan current considerations now.

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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

Maui County is perfect place to realize a multi-modal solution for transportation. Currently, there is already a plan in place of the county level (Hale Mai) which can be highly complemented if the state takes action to support as well. In office, I will prioritize public health by working for the betterment of our communities by focusing upon allocating more funds to alternative modes of transportation.

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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

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

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

Having previously been a triathlete, I am well aware of the challenges providing safe streets for walking running and cycling. In 2011 & 2012 I acted as a consultant to Castle Medical Center, and was party to some bike education classes held at the hospital itself. Additionally I have worked on projects ranging from walking programs in Waimanalo to the bike share system in Kailua.

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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) \***

Having lived in areas like Japan, Oregon, and other bike friendly cities I know that we are well equipped to provide better streets and safer routes for our keiki, our working adults, and our kupuna. In the legislature, the greatest support I can offer is directing more funds towards the realize of the Statewide Pedestrian Master Plan. I will work to ensure greater capitol is available for this plan, as well as continued funds for maintenance and expansion. I believe there are opportunities in focusing upon taxation with our tourists to off-balance road usage thereby reinvesting to making our roads safer for pedestrians and cyclist statewide.

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This form was created inside of Hawaii Bicycling League.

Google Forms