

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 *

Ola Souza

Candidate for *

State House of Representatives - District 18

Email *

olasouza@hawaii.rr.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?

Roadways in Hawaii should be safe for all users and not just people in vehicles. All users should be able to travel safely without fear of injuries or, in the worst-case scenario, death. We need to protect all users of our roadways, especially our kupuna and keiki.

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 there has been a visible increase in projects in Honolulu, there needs to be more effort to take people out of their cars in lieu of public transportation, bicycles, and walking.

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 2003 Bike Plan Hawaii is long overdue and thoughtful consideration must be given to its full implementation to incorporate new housing developments, as well as advancements in design and safety.

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

With the cost of living so high in Hawaii, car payments, insurance and gas are economic hardships on individuals and families. Incentives to those who forego their personal vehicle for public transportation, bicycles and walking must be considered, both to mitigate traffic and sustain our environment.

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

Government needs to work with the private sector, community groups, and the media to support Vision Zero to reduce fatalities through environmental design, education and enforcement. Only by working together can this goal be achieved!

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

Red light and speed enforcement cameras are used across the nation but not in Hawaii, and have been shown to reduce these types of violations. One caution I have with this is ensuring that we protect the privacy rights of those accused. Constitutional issues must be considered when writing and developing laws for the use of this technology to be successful.

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

As a lifelong resident of East Honolulu, I have seen first-hand the tragic results of reckless driving along the Kalaniana'ole Highway corridor. I have been involved with the Honolulu Police Department's Traffic Division and District 7 with sign waving projects to reduce speeding vehicles, and have supported Mother's Against Drunk Driving Hawaii in their campaign of "No More Victims" which is similar to Vision Zero. I have also worked to educate area students about pedestrian safety because of the congestion in and around the schools. Once elected, I plan to continue these efforts.

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) *

Greater and full funding is necessary. Of what use is a plan if that's all it ever is. Lawmakers who have failed to implement these plans and instead burdened future generation with a \$12 BILLION bill for rail in a failed and misguided attempt to ease traffic congestion should be ashamed of themselves and replaced!

This form was created inside of Hawaii Bicycling League.

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