

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 *

Ray LHeureux

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?

As a biker, I continually evaluate what is safe, and what is not safe as it pertains to not only riding, but walking. The main "supply" routes, Ala Moana, Nimitz, Kalaniana'ole Hwy, etc are not what I consider safe, (I've been hit twice and a pot hole ruined my day once). Shoulders are not in good shape and in fact, dangerous. The Complete Streets initiative seems to have stalled, or not using the resources at its disposal efficiently. I would give our streets a "D" for safety with regards to biking, and about average for pedestrians.

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

I believe that "Safe Routes to School", "The Walking Bus", "Complete Streets", and other programs to promote biking/walking end up stagnant because of dysfunction within the agencies to "free" up the monies that could be used for improvements. Too many inhibitors and archaic permitting processes make it very difficult to move forward. We need to loosen those inhibitors and designate the proper authority to work with the various nonprofit groups in the community to make serious attempts at freeing up "program" money that sometimes lapses or sits idle.

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

Any plan that is 15 years old is obsolete and needs to be updated if any serious consideration is to be given to it. Development alone in the downtown area has more than likely altered what that plan could be.

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 caveats... the hyper density growth of housing on the West Side of Oahu almost set up the perfect storm for what we now refer to as some of the worst traffic in the Nation. I am not sure what those targets would be? ... and what are the incentives to remove folks from the comfort and independence of their cars. The rail will be obsolete before its finished, but mass transit as it may look 30 years from now, (driverless vehicles, AI, etc) will change the way we are mobile. Within the urban core, I believe we can achieve a better than 12% return with the right incentives, attractive options, and safer streets to ride on.

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

.... and no. A goal of zero traffic fatalities is noble and should always be at the forefront of any pedestrian urban planning. But initiatives with catchy names sometimes have the unintended consequences of inhibiting what they actually started out to promote. Less government, more self policing and enforcement of current laws are areas where we could start. Are cross walks in the right places? Are the shortcuts that are causing folks to get hit mitigated properly? Oahu has a large number of tourists, homeless, and kupuna that tend to be the statistical groups involved in pedestrian/vehicle related fatalities. I am not a big fan of more government policy or engagement, but more of government as a community stake-holder.

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

Caveat... initiatives such as camera enforcement need to be well thought out and implemented with the right intent and messaging. Remember 'Van Cam'... not well thought out, but had the proper internet. A cultural shift via community engagement will be critical to the community at large acceptance of another monitoring system placed on their "rights". But I believe it can be done.

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

As the Assistant Superintendent of Office of School Facilities and Support Services, I had oversight of schools safety and security. I worked with many community groups and corporations to enhance "safe routes to school", some successful, some mired in the bureaucracy of attempting to loosen funds earmarked for just that cause. Additionally, I am a current board member of PHC, Pioneering Healthy Communities. We advocate and promote legislation that further the implementation and very idea of complete streets and safe streets in order to get folks out on their "feet".

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) *

An immediate assessment of the plan... does it(they) meet the test of "art of the possible"?
What has the public relations effort been on these plans? Do people know about them? Do the plans still make sense? Once these questions are answered, you can then take a pragmatic approach as to how to implement... and not wait another 15 years, in the case of the Bike Plan.

This form was created inside of Hawaii Bicycling League.

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