

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 *

Zuri Aki

Candidate for *

State House District 36 (Mililani, Mililani Mauka, Waipi'o Acres)

Email *

zforhawaii@gmail.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?

Yes, absolutely. When it comes to transportation infrastructure, safety is my primary concern, followed closely by efficiency. I consider myself an environmentalist and a long time advocate of sustainable urbanism - one of the prevailing hallmarks of a sustainable community is the capacity for residents to effectively utilize alternative forms (to vehicles) of transportation (like bicycles and on foot) to arrive at their intended destination.

I'm a life-long resident of my community and I have seen a significant increase in vehicle traffic. When I was a child (in the 1980s and 1990s), riding my BMX across town (from my parents' house to my grandparents') was my main form of transportation. Mililani Town, then, didn't accommodate bike traffic. Unfortunately, to this day, the town has leaps and bounds to go if it's to be considered a bike safe community. We can and should do better for those utilizing transportation in other forms than vehicles.

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

Yes, absolutely. The State of Hawai'i is marred by poor planning and that's most evident in its traffic congestion (I believe Hawai'i is ranked the most or second worst state for traffic). Again, development embodying sustainable design concepts and principles would have better accommodated foot and bicycle (and other non-vehicle) traffic.

Unfortunately, we're forced to create safe spaces in problematic infrastructure and that typically has a cost associated with it. This state has long-since voiced its intent to reduce its carbon footprint, be more "green," and lower its fossil fuel consumption. Better funding bicycle and pedestrian projects to both encourage the practice, while also making our transportation infrastructure safer is how the state can put its money where its mouth is. And we need that to happen.

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

Yes, of course. At the speed of innovation, nowadays, 15-years-old is considered antiquated. In 15 years time, Mililani has seen significant growth, including the completion of the phased development of Mililani Mauka and the approval of a new master-planned community adjacent to Mililani Town.

I am a member of the Mililani-Waipio-Melemanu Neighborhood Board and one the issues we're currently faced with is a DOT project to restore an aging bridge along the route of Kamehameha Highway, which connects Mililani Town with Waipi'o Gentry and Waikele. As a supporter for more sidewalks for pedestrians and bikeways, I strongly believe that an updated Bike Plan would have been incredibly useful in informing DOT as to how to handle this current contested issue.

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 commute to work by driving a car. I've been commuting from Mililani to urban Honolulu for over 20 years. I'm fed up with it. One of my main platform issues is the reduction of traffic congestion by way of bringing economic opportunities (jobs) to Central O'ahu, which would greatly encourage the use of alternative forms of transportation. I, for one, would love to walk/bike/skateboard to work if I could.

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

Yes, absolutely. As I had mentioned prior, my greatest concern when it comes to transportation infrastructure is safety. I strongly and unwaveringly support policies like Vision Zero that seek to reduce traffic fatalities and harm through proper planning, dedicated involvement, and education.

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

In my opinion, this proposed solution might work effectively for potential repeat violations, however, a first time violation could be the very one that had caused the fatality. Utilizing these systems with additional safeguards, like speed breakers and other traffic calming devices may work to prevent a violation before they occur.

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

As a member of the Neighborhood Board, I have both advocated and supported Board positions in favor of advancing bikeways and safe transportation infrastructure. I recently coordinated with another member of the Board to identify problematic sidewalk areas throughout Mililani in order to bring these problem areas before the City & County of Honolulu.

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) *

Should I be elected as a State Representative, my greatest contribution toward the implementation of these plans would take the form of the passage of legislation that appropriates the necessary funding to see these planned milestones reached. As a legislator, I could also introduce resolutions urging various state agencies to expedite their timelines and increase their attention to these Plans. I would also utilize my social networks to openly advocate for the need to update and advance these plans - as also a means to educate Hawai'i residents.

This form was created inside of Hawaii Bicycling League.

Google Forms