

WALK. BIKE. VOTE.

2024 Hawai'i Active Transportation Candidate Survey



The [Hawai'i Bicycling League](#) (HBL), [Kauai Path](#), [Maui Bicycling League](#) (MBL), and [People for Active Transportation Hawaii](#) (PATH) emailed candidates for election in Hawaii across eight contests including: State Senator, State Representative, County Councils statewide and Mayor in Hawai'i County and Honolulu. This survey aims to understand candidates' positions on key transportation initiatives, including Complete Streets, Vision Zero, and the recent Navahine F. + Hawaii Department of Transportation settlement agreement. These initiatives focus on creating safer, more accessible, and environmentally friendly transportation options for all residents and visitors of Hawai'i.

Responses below are pulled directly from survey responses and have not been edited by HBL.

Candidate Name: Felicia Cowden

Email: feliciacowden@gmail.com

Contest: Kauai Councilmember **District:** at large for Kauai & Niihau

Complete Streets Initiative

Support for Complete Streets is: 4

From 1-5 (least to most)

Additional Complete Streets Comments: Our multimodal pathways were designed without the anticipation of the electric vehicles which can be a dangerous inclusion on curves. Possibly training and licensing should be considered and possibly a striped lane may be necessary to avoid injury of slower pedestrians on the bike path, or injury of electric bikes on the auto roadway. Kauai is still in the process of adding bike lanes in the more sparsely populated areas.

Vision Zero Initiative

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Support for Vision Zero is: 4

From 1-5 (least to most)

Additional Vision Zero Comments: Critically important is the management of the guinea grass on the roadsides that pressure cyclists into the road area particularly on the long highway stretches that do not have multimodal pathways. A challenge we have in Lihue is there are not enough cyclists, such that drivers don't reflexively expect there to be cyclists on the roadsides, even though we invested heavily in creation of a multimodal system. My preference are the bikepaths/multimodal pathways that are fully separated from automotive traffic such as our ke Ala Hele Makalae on the east side. We are in process of extending and increasing this trail connecting our most populated region, as well as new bike paths in other areas, such as the west side.

Navahine + HDOT Settlement Agreement

Support for Emission Reduction Efforts is: 4

From 1-5 (least to most)

Additional Emission Reduction Comments: Safety is always a critically important element in road design. Town and corridor planning are other essential benchmarks for reducing emission. Living, playing, working, shopping, and educating in limited distances are the best methods to encourage more cycling, and less driving. I have had a number of years in my life in which I put roughly 2000 miles/year on my car. I could walk or ride my bike most days. I still live in a village and prefer to leave my car at home. As a councilmember, I need to travel all over the island, so I use my car more. Mixed use neighborhoods with multimodal pathways, and complete facilities within towns is a strong strategy. Most people are not likely to ride their bike 20 miles, each way, to workk.

Personal Transportation Habits

Frequency of Public Transportation Usage: Several Times Per Month

Additional Comments About Public Transportation Use: Occasionally, I take the bus to travel if I lend my car to someone or carpool one-way with another. I enjoy the bus and have a bus stop right near my house with a straight line to work.

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Frequency of Active Transportation Usage: Daily

Additional Comments About Active Transportation: My goal is 10,000-15,000 steps/day. I walk just about anywhere I can. I had a serious spinal injury four years ago, so my feet are my main transportation at 61.

Additional comments:

As a child, I had a serious injury being hit by a truck on my bike that has made me hyper conscious of the importance of safe streets. When my children were little, we either walked or rode our bikes to school everyday. I taught a group home school in which most all of the kids had bus passes and we integrated the use of the bus into our education.