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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: Butch Keahiolalo

Email: butchkeahiolalo@gmail.com

Contest: Kauai Councilmember **District:** Wailua

Complete Streets Initiative

Support for Complete Streets is: 5

From 1-5 (least to most)

Additional Complete Streets Comments: Most of the data gathered for Complete Streets was pre-Covid and contains community surveys from as far back as early 2000's. Kaua'i, as well as the rest of the State and quite honestly the Country, saw an exponential increase in bicycle purchases, bicycle users, as well as active walkers and joggers looking for safe and healthy outdoor activities. It's important to maintain momentum for these public approved and funded (Federal) programs and initiatives with up to date surveys to not only reflect but also confirm the needs of the community for safe streets. It's imperative to include Complete Streets language when developers are in the early stages. Removing sidewalks and/or bike lanes from a new subdivision plan only benefit the bottom line of the developer

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and leaves the community with unsafe neighborhoods for commuting to school or just walking outside. Existing neighborhoods should have multi-use paths ensuring safe travel to and from parks and schools. Many of the schools on island are becoming nearly 100% pick up and drop off schools due to limited bus schedules coupled with no sidewalks nor bike lanes.

Vision Zero Initiative

Support for Vision Zero is: 5

From 1-5 (least to most)

Additional Vision Zero Comments: As a retired firefighter, I am very familiar with our infrastructure and our traffic fatalities on Kaua'i. Speed, alcohol, and distracted drivers are major contributing factors here on Kaua'i, but there are other factors that cannot be ignored. Many of the roads here on Kaua'i are challenging for the average driver due to poor visibility from a lack of striping, reflectors, or street lights. These factors are magnified during bad weather due to lack of visibility and additional flooding. As an avid cyclist, it is becoming just as dangerous to ride on the rural backroads here as the highway when it's just a blank stretch of asphalt with no "direction" for drivers ie solid yellow lines in blind curves or white lines marking the edge of the roadway. Pedestrian and bicyclist fatalities as well as almost every traffic fatality on island is preventable. Crosswalks should be well marked with flashing lights but if multiple lanes are converging (turn lanes and "passing" lanes) then either an overhead pedestrian bridge should be considered or change the law such that it's illegal to continue driving through the crosswalk until the pedestrian is completely out of the crosswalk.

Ironically, the last stretch of road on the west side of the island fronting PMRF, is probably the "safest" designed road on the island with very wide shoulders, a rumble strip in the center of the road as well as rumble strips near the white line making the edge of the roadway.

Navahine + HDOT Settlement Agreement

Support for Emission Reduction Efforts is: 5

From 1-5 (least to most)

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Additional Emission Reduction Comments: The first thing we can do to reduce emissions is look at our own driving patterns and use. Not everyone wants to ride their bikes to work even with a separate path. E-bikes have made a big surge with commuters due to the simple fact that you're not dripping with sweat when you walk into work along with the cost of some parking structures in urban areas. But without a costal path connecting Kapa'a and Lihu'e, getting solo drivers out their cars and on bikes could be a difficult task. Kaua'i Bus numbers are so low they've completely stopped service on some days and have eliminated some routes. There was also a lack of DOE school buses this past school year, giving parents no other option but to drive their kids to school. Add 25-30K visitors on island every day and we have traffic at a stand still.

I do think we need to offer real solutions and not just fine or tax users that may use their vehicle more than average for business purposes I would propose looking at ride share (park and ride) programs strategically located before bottleneck areas with ample parking at no cost. Drivers can jump in with coworkers, friends heading in the same direction , or jump on a bus. Secure bicycle lockers could also add users. I would also explore programs where visitors are not renting cars. Hotels can model their visitor experience like a cruise ship where shuttle busses (vendors) take multiple visitors to various locations throughout the day. This could reduce many vehicles on the road per day and would also "encourage" visitors to explore lifeguarded beaches, safe hiking trails, cultural events etc.

Lastly, no matter what path we take for reducing emissions it's important to make sure we have a post-natural disaster recovery plan that is not reliant on only one source of energy.

Personal Transportation Habits

Frequency of Public Transportation Usage: No Usage

Additional Comments About Public Transportation Use: I ride my bicycle anywhere from 5,000-10,000 miles per year. When my children were small we all rode bikes to the store and then carried our groceries in an attached trailer. When I coached youth soccer, I coordinated a Halloween costume rides on the Kaua'i Path as a healthy alternative to trick or treating and encouraging use of the path. Currently, I ride mostly for health and fitness and then use that fitness to either raise awareness and/or ride charity events around the world. In 2023, I rode my bicycle from California to Maryland in the Race Across America with 3 other cyclists to raise money for UNICEF. In 2018, 2019, 2022, and 2023 I rode in a charity event in Europe that raised over \$500K each year for disadvantaged youth. I have a

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tremendous amount of experience cycling in very different landscapes around the world. Many of those places also had an extensive amount of public transportation options. Some had absolutely none.

I believe Kaua'i is in a unique position to preserve the culture and way of life and also protect coastline/mauka access with programs that boost both public transportation and multi-use paths. Coastal paths ensure large land grabbers aren't denying access to fishing and gathering spots. Public transportation that connects beautiful parks, recreational areas, culturally significant sites, and coastal paths/trails get people outside in safe spaces. I would support any programs that bring our communities together outdoors.

Frequency of Active Transportation Usage: Daily

Additional Comments About Active Transportation: I guess I answered this above but I'll just add that the skateparks and pickleball courts on island are clearly being utilized by our community. I would like the opportunity to support other outdoor activities such as BMX tracks, pump tracks, MTB trails, as well as a youth sports complex that is capable of hosting State Championships.

Looking forward to seeing more recreational paths and facilities in every community on island.

Additional comments:

Thank you the opportunity to share my experience and insight. I am looking forward to the opportunity to collaborate with the community on various issues and welcome any ideas or suggestions.