

## State of Hawaii Candidate Walking and Bicycling Questionnaire

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1. I believe that walking and bicycling should be safe transportation options available to all, and that we need to drastically reduce injuries and deaths of people who walk and bike.

**YES: As someone who walks door to door regularly to meet constituents, and who has been walking for two hours on average daily during this pandemic, I appreciate the difference safe infrastructure can make. In Hawaii, traffic deaths, even just those who died walking or bicycling, are the leading form of violent death, outnumbering gun deaths annually, and far outnumbering homicides. Nationally, traffic fatalities kill children the most, beating guns by 40%. Safe streets are a priority for me.**

2. I support increased use of Hawaii's federal transportation funding allocations for bicycle and pedestrian projects to make walking and bicycling safer. Hawaii received \$156 million in federal transportation funds in 2019, only 2% (\$3.12million) of this amount is reserved for walking and bicycling projects. The state Department of Transportation can deploy these funds and has the option to use larger portions of federal transportation funds for walking and bicycling projects. This year, at least in part due to COVID19, more people are walking and bicycling than ever.

**YES: Referring to Question 4 on this questionnaire, I feel the percent of transportation funds tied to walking and bicycling should be the same percent as how much of the state currently walks or bicycles to work as well as for leisure, which means far higher than 2%. Walking and bicycling infrastructure is much cheaper compared to infrastructure needed for cars and provides economic benefits without injuries, pollution, or contributing to congestion.**

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. Considering the fact that this year there has been a dramatic increase in the sales of bicycles in Hawaii to meet the demand in bicycling, 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: Plans should be no more than 10 years old, 5 years or less preferably. I support updating the bicycling plan as soon as possible, as well as the adoption of the first ever pedestrian plan currently being worked on. Making it easier to walk and bicycle will reduce cost of living, make streets safer, and lead more to live a happier, healthier lifestyle. Government has a role in this including updating plans.**

4. Prior to COVID19 and the year 2020, eighty-one percent of Hawaii commuters drove as their primary way of getting to work and 12% walked, biked, or took public transportation.

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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: I feel infrastructure should support walking first, then bicycling, then transit, and lastly automobiles, and only then whenever necessary. This priority reflects benefits and benefits of each mode of transportation, financially, economically, environmentally, and society wise. I am optimistic about the transit oriented development (TOD) that is happening on Oahu. The ALOHA Homes model that I have proposed contemplates car-free communities, with pedestrianism, public transportation, and bicycling the primary means of transportation. As transit, walking, and bicycling all support each other and if one uses one of those modes of transportation, they are more likely to use others. TOD builds housing and transit stations within easy walking or bicycling distance of each other.**

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: Oslo, Norway, with 1.5 million people coming to and from the city for work and leisure, which in 2019 had zero bicycling and walking deaths has proven that this is possible. With its much higher bicycling and walking population even in a colder climate than Hawaii, Hawaii can very much achieve this. I support enforcement as long as it is applied equitably.**

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: Studies have shown red light cameras reduce traffic fatalities everywhere. I also support them being applied equitably, and not just in poorer areas. If people are aware they may be caught breaking the law at any time, and not just when police are present, they will change their behavior.**

7. In large part due to the Stay at Home orders, we have seen a rise in the numbers of people walking and bicycling. Describe ways that you have supported, or plan to support, safer walking and bicycling in our communities. (short answer)

**The ALOHA Homes plan envisions communities with high density, narrow streets and sidewalks, no setbacks, and ground-level retail. This combination of urban planning traits have produced highly walkable and bikeable neighborhoods in cities throughout the world, including right here in Hawaii, in places like downtown/Chinatown and Waikiki. Having spent time in Hong Kong, Boston, and New York, I have personal experience in not needing or wanting a car to commute.**

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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 plans? (short answer)

**I will vote for and work with other legislators so that these improvements get funded. Any plan is useless without money, and I will help these plans get the funds they need. As mentioned in the previous question I will also support these plans through the housing I hope to build, whether it's adding density, to smaller more walkable blocks, better lighting, to just better infrastructure to encourage people to walk and bike more.**

9. Trees lower temperature during the day, provide protection from the sun and rain, are a nice buffer to cars, and have a calming effect on traffic. Given that trees make it safer and more comfortable to walk and bicycle, do you support adding more trees to your area's inventory?

**YES: The world's most walkable cities have the combination of four principles in answer number 7. During a delegation to Singapore and Hong Kong that I organized last, we saw firsthand how the world's most pedestrian-friendly, car-free neighborhoods lack the setbacks and landscaping, including cars. When a street is barely wide enough for one car to squeeze through, car traffic will be minimal, and pedestrians and bikers will use the entire width of the right-of-way, instead of just the sidewalks. Indeed, standing in the middle of Minden Avenue in Hong Kong during peak rush hour, there was not a single car in sight. While street trees may have benefits in low density suburbs, the level of density we contemplate for ideal ALOHA Homes neighborhoods does not leave room for much landscaping, and even less for cars.**