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1. Do you 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 walking and biking?

YES

2. We currently have 46 miles of shared use path (pedestrian and bicycle) paths and 51 miles of bike lanes. Do you support building 30 new miles of shared use paths and 30 new miles of bike lanes by 2030, which will also make streets safer for pedestrians?

YES

3. Do you support implementation of Honolulu's Complete Streets ordinance (ROH 14-33) that requires streets to be planned, designed, operated, and maintained to enable safe, convenient and comfortable travel for all modes of transportation throughout Honolulu, including walking and bicycling?

YES

4. Prior to 2020 and COVID-19, seventy-nine percent of Oahu commuters drove as their primary way of getting to work and 15% walked, biked, or took public transportation. However, 55% of Oahu car trips are under 3 miles. Do you support the establishment of specific targets to reduce dependence on private automobile transportation and increase bicycling, walking, and transit use?

YES

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

First off, I have been fortunate to grow up in Kalihi where walking, biking, and mainly traveling on the bus or carpooling is our norm. Unfortunately, I have experienced losing loved ones and neighbors to cars killing them on our city streets in different locations in Kalihi. Not only has that impacted me since I was in elementary, but it has helped me become astute to the way I move, how our community moves and the systems of street designs and more affect our access to goods and services.

That is why I volunteer time to count bikes with HBL, actively attend workshops here with the City and State, but also across the country at conferences like SmartGrowth America and Transportation for America so I can learn best practices and lessons from other states and municipalities. That is why I have been involved in Complete Streets efforts in Kalihi, Salt Lake (where I now reside), and in Kalihi Valley. I have shown up as a liaison for our neighbors who want to see safer streets in their communities. I see their pleas

stem from experiences similar to mine and my families.

That is why I stand firm that city officials and especially elected officials must look at traffic and transportation beyond the "efficiency of movement of cars" and reprioritized to put people first, prioritizing cars absolutely fosters inequality in our society and that is something all levels of our society must break down, especially in the ways we get around. If we reprioritize efforts to be people and all abilities and capabilities, we will focus on the mobility and accessibility of all residents. We need to see forth that safer streets and systems provide public health/safety/welfare and socioeconomic opportunities for all people.

6. The City has the Oahu Bike Plan and is in the process of creating the first Oahu Pedestrian Plan. What will you do when elected to implement these plans? (short answer)

To implement these plans, we need to show we prioritize safety and accessibility by budgeting for the foundations to start the processes for both plans. I would work for advocates for safer streets to make sure we are budgeting with intention and plan not just for the immediate fiscal year but in a 5, 10, 15 year budgeting plan for each year so that we can make sure we are not waiting nor being reactive.

7. 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