

State of Hawaii Candidate Walking and Bicycling Questionnaire

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Candidate for: State House District 17

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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: I will depend on organizations such as yours along with our State and County vehicle (all modes of transportation) and pedestrian safety experts to propose alternatives for reduce injuries and deaths of all users of our transportation systems.

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.

Other: Further investigation: I would need to get feedback from from HDOT as to the problems/issues/priorities that results in the statistics your note above.

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: This support should be integrated or holistic in approach to account for rail, the current plan by the Governor to become more energy independent through alternative or green energy sources, the effects of climate change (rising sea levels) and, possibly the permanent changes that result from the adjustments we make to control the spread of COVID-19 or similar health care events in the future.

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. 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: Refer to my comments in response to question 3. above related to the updating the 2003 Bike Plan Hawaii.

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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: Refer to my comments in response to question 3. above.

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 : Subject to proven technology that results in a high degree of accuracy.

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)

I believe our residents have been extremely resilient and flexible in adjusting to the restrictions of the pandemic. We should let the process of adaptation continue without interference by government and enact new or amend current laws based on feedback from the public as they adjust to the "new normal".

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)

First, I agree we should update these plans especially the 2003 plan. The COVID-19 pandemic will provide many lessons learned that impact all areas of our daily lives and transportation will be a part of this comprehensive approach to how we prepare for the next event by making permanent changes to how we work (from home) and live (social distancing). Second, we we will need to make difficult decisions on how we fund such changes.

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: None.