

State of Hawaii Candidate Walking and Bicycling Questionnaire

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Candidate for: Senate District 22

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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: Walking and bicycling should be safe, accessible and viable transportation options across our State.

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: As a champion of live, learn, work, play in my District, it is critically important that residents can safely traverse our communities safely and efficiently. I support the planning and construction of walking and bicycling projects that create greater connectivity between residential areas and places of business, commerce and leisure.

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: The DOT 2003 Bike Plan objectives and recommended actions provide a strong path forward and with the integration of new bikeway planning practices, it can certainly be strengthened for greater relevance and alignment with current engineering/planning practices, as well as increased education and enforcement efforts. Pre-COVID-19 we were already experiencing higher levels of bicyclists in the urban core with the introduction of Biki - Bike share program. Normalizing walking and biking in the city will influence the daily habits of residents who head home to the rural areas at the end of the workday.

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.

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YES: Yes, I support this effort. That is why I am supporting efforts like the pedestrian bridge in Wahiawa to enhance ways for residents to commute between Wahiawa and Whitmore Village. I also believe that improving public transportation is a must. Not all families can afford multiple cars to go from school or work. That is why I support the Honolulu Rail Transit Project and continue to support any efforts to increase or I mprove bus routes.

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: I supported Act 131, SLH 2019, which established a red-light running committee to develop policy for pilot programs in the 4 counties. Ignoring red lights endanger the lives of motorists and pedestrians and compound the already hazardous conditions on Hawaii's roads and highways. It has become increasingly common to hear reports of hit-and-run drivers who have struck children or the elderly.

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: I supported Act 131, SLH 2019.

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)

Yes, I support this effort. That is why I am supporting efforts like the pedestrian bridge in Wahiawa to enhance ways for residents to commute between Wahiawa and Whitmore Village.

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)

Bike and pedestrian paths are a component of providing people transportation options. Both are part of our transportation infrastructure. Currently, I have advocated for and provided funding for walking paths, a pedestrian bridge, and have pushed for mixed-use development for our rural community main streets. These types of projects help with implementation of the abovementioned plans.

9. Trees lower temperature during the day, provide protection from the sun and rain, are a

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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: Last session I introduced SB2077 which would have established a tree planting program in the State. I will push for this program again in the upcoming legislative session.