

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 a regular cyclist, and a coordinator of a youth program that is dedicated to bicycles and liberation (Kalihi Valley Instructional Bike Exchange, a program of Kokua Kalihi Valley), I am a firm believer in the bicycle as a necessary part of urban planning.

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: The bicycle lanes on King Street have proven to be successful. As we transition to a more equitable economy in the 21st century, bicycles must be part of our funding allocations.

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: Many people purchased bicycles during the pandemic. Let's use them!

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

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

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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

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: Without over-policing of lower socioeconomic communities, I support all measures that promote public safety.

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 hope to work with the county and federal government in mandating alternatives to cars throughout the continued planning of the rail.

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)

Work with your and other organization to implement their policy points.

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: What kind of psychopath doesn't like trees.