

<p>1 Cupertino has made a lot of progress on safe walking and biking in the past ten years. What should the next ten years look like?</p>	<p>While we have made great strides in the last few years, there's still more to be done to make Cupertino the safest walk/bike community we can. Vision Zero can only be a reality when we connect loose ends around the city and make bike and pedestrian pathways throughout our corridors. Collaborating better with our school districts to improve both pathways and parent education is one way we can improve. Trails, safe routes to schools and walking and biking to work safely should be important to all – walkers, bikers and drivers.</p>
<p>2 A child died this year on Foothill Blvd on a stretch where there is no sidewalk. Many streets in Cupertino have rural or semi-rural designation which makes it impossible to add new sidewalks. Other streets like Bollinger Road have few pedestrian crossings and high car speeds. What are some ideas you have to improve walkability in our city, such as in these difficult areas?</p>	<p>It is important to develop pathways (like the Regnart Creek trail) connecting our schools, parks and other important places in our city (such as our library). We should lower speed limits when the data shows that as the correct course of action. We need to make our bike commute paths safer by having concrete barriers between cars and bikes, those blinking lights at pedestrian crosswalks, etc. in order to get more cars off our roads.</p>
<p>3 Most of our schools are still unsafe for kids walking or biking to school with frequent near-miss collisions with cars. How do we improve safety for students walking and biking to school?</p>	<p>Educating parents dropping off their kids should be done in collaboration with the school districts, especially now at the beginning of the school year. Jennifer Shearin wrote about 3 easy fixes to better student safety in the last newsletter. I couldn't agree more – and we need our school districts to help us get out the word and enforce student safety. Lowering speed limits, adding protected bike lanes, have safety in numbers (walking school busses), and adding crossing guards where necessary all seem like doable solutions. We also need to study where are the dangerous crosswalks are and evaluate putting resources there</p>

4	<p>How have you personally advocated for proven improved walking or biking in Cupertino or the surrounding areas? <i>Examples could include Safe Routes to School work, supporting new infrastructure through signing a petition, or advocating for improvements by speaking as a resident at a City Council or Bicycle Pedestrian Commission meeting.</i></p>	<p>I'm an expert on fitting helmets on kids at our bike rallies because I attend annually! Following the data on best practices is something I do. I have voted numerous times to increase funding or add resources to make solutions that work to keep our pedestrians and bicyclists safe.</p>
5	<p>The city just adopted a Vision Zero Plan. What do you think is the most important action to work on first in the next two years to make Vision Zero a reality in Cupertino? Why?</p>	<p>The Countermeasure Toolbox offers a lot of information regarding efficacy/cost/complexity. Some highlights to me are creating more protected bike lanes and creating safer pedestrian crossings, better intersection lighting, and those blinking lights at pedestrian crossings.</p>
6	<p>The new Active Transportation Plan will prioritize infrastructure projects based on many factors derived through community input such as need and safety. What do you think is the role of Councilmembers in the prioritization of that list of projects?</p>	<p>The goal of the Active Transportation Plan is to combine both bike and pedestrian enhancements, along with safe routes to school ideas. We've directed staff to put this in their work plan and I look forward to seeing this improved infrastructure plan. When prioritizing projects Council will need to review the gathered data, possible infrastructure updates and our budget. My hope is that some inexpensive items can provide great relief.</p>
7	<p>Should the city of Cupertino pay for improvements on private properties of residents near trails or other infrastructure projects to make the project more amenable to neighbors? If yes, what percentage of the total project cost would be acceptable?</p>	<p>I don't like to pay for homeowner improvements through public dollars but I voted to do this for the Regnart Creek Project. I felt the community needed this project to succeed and if we didn't make this compromise than I'm afraid the trail wouldn't have been built. I'm not sure what the correct percent is, but I do think this is a worthwhile expenditure to keep our residents safe.</p>

Hung Wei

Full answers to 2024 WBC Candidate Survey

8	In your opinion, what is the primary role of a Bike Ped Commissioner? Should that person regularly walk or bike within the city and have a track record of supporting walking and biking infrastructure projects in Cupertino? Why or why not?	I do believe a BP Commissioner should regularly walk and bike in our community, as well as supporting improved infrastructure projects. I rely on the Bike Ped Commission to proactively collect data that can be used to improve pedestrian and bike safety in our city. From hearing about problem spots in our community, your research, the enhancement suggestions you provide and advocacy you turn out, helps make my job easier.
9	What is your opinion on the use of sharrows (shared lane markings) as a biking safety improvement?	I originally thought sharrows were a low-cost investment towards bike safety in our community. Yet, with class III roadways the sharrows don't actually prevent accidents from occurring but simply alert drivers to share the road with bikes (which they should do anyway). Lowering speed limits should enhance safety in this shared capacity.