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2024 Hawai'i Active Transportation Candidate Survey



The [Hawai'i Bicycling League](#) (HBL), [Kauai Path](#), [Maui Bicycling League](#) (MBL), and [People for Active Transportation Hawaii](#) (PATH) emailed candidates for election in Hawaii across eight contests including: State Senator, State Representative, County Councils statewide and Mayor in Hawai'i County and Honolulu. This survey aims to understand candidates' positions on key transportation initiatives, including Complete Streets, Vision Zero, and the recent Navahine F. + Hawaii Department of Transportation settlement agreement. These initiatives focus on creating safer, more accessible, and environmentally friendly transportation options for all residents and visitors of Hawai'i.

Responses below are pulled directly from survey responses and have not been edited by HBL.

Candidate Name: Dru Mamo Kanuha

Email: info@drukanuha.com

Contest: State Senator **District:** 3

Complete Streets Initiative

Support for Complete Streets is: 5

From 1-5 (least to most)

Additional Complete Streets Comments: I believe the Complete Streets policy for the County of Hawai'i provides an excellent framework for ensuring our streets are safe, accessible, and welcoming for all users, including pedestrians, cyclists, public transportation riders, and motorists.

As State Senator for District 3, I recognize the critical importance of strengthening the Complete Streets policy for Hawai'i County. I am committed to fostering robust community engagement by the Hawaii Department of Transportation (HDOT) early and frequently.

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This involvement should include public workshops, forums, and surveys to gather valuable input from residents and stakeholders. Additionally, we must revisit road design standards at both the State and County levels to prioritize safety and usability.

Aligning the Complete Streets policy with development plans for Hawai'i Island is essential. The HDOT's State Transportation Improvement Program (STIP) already emphasizes safety projects over capacity projects, and as we explore the feasibility of establishing a Metropolitan Planning Organization (MPO) for Hawai'i County, we should continue to reinforce these Complete Streets concepts.

Through effective collaboration between the state and county, we can ensure our streets are vibrant, safe, and inclusive spaces that benefit everyone in Hawai'i County.

Vision Zero Initiative

Support for Vision Zero is: 5

From 1-5 (least to most)

Additional Vision Zero Comments: I understand that the County of Hawai'i's Vision Zero goals aim to create safer streets for everyone in our district. To achieve these goals, I believe we must focus on enhancing infrastructure for pedestrian and bicycle safety. This includes expanding and improving sidewalks, developing a network of protected bike lanes, and installing high-visibility crosswalks with pedestrian refuge islands.

For instance, in Ocean View, I have been advocating for the Hawaii Department of Transportation (HDOT) to install a crosswalk at the intersection of Lotus Blossom Lane and Hawaii Belt Road. This will improve safety for pedestrians crossing the road to access the bus stop in the area. In other areas, implementing traffic calming measures such as road diets, speed humps, and roundabouts can reduce vehicle speeds and create a safer environment for all road users.

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Throughout my district, I maintain open dialogue with HDOT regarding pedestrian safety issues and have found them to be very receptive. I am also committed to examining all legislative and policy initiatives that align with Vision Zero goals, such as lowering speed limits where applicable and stricter enforcement of traffic laws. Additionally, I will advocate for state projects to adhere to the County of Hawai'i's Complete Streets Policy, which mandates that all transportation projects consider the needs of all users.

Navahine + HDOT Settlement Agreement

Support for Emission Reduction Efforts is: 5

From 1-5 (least to most)

Additional Emission Reduction Comments: Regarding the Earthjustice agreement, I am committed to assisting the Hawaii Department of Transportation (HDOT) in eliminating fossil fuel emissions from the transportation sector. As in my previous term, I will continue to support funding for projects at the Legislature that reduce greenhouse gas emissions. In my first term, I introduced and helped pass the bill that provided for Transit-Oriented Development (TOD), a transformative urban planning strategy that fosters the creation of compact, walkable, and mixed-use communities centered around high-quality public transit systems, reducing reliance on cars and enhancing accessibility. While this strategy significantly impacts Oahu's rail project and associated developments, I remain a steadfast advocate for TOD projects in the County of Hawai'i.

Personal Transportation Habits

Frequency of Public Transportation Usage: Several Times Per Year

Additional Comments About Public Transportation Use: I do not have much opportunity to utilize public transportation commuting from Hawai'i Island to O'ahu during the legislative session. On Hawai'i Island, I utilize my personal vehicle to get around.

Frequency of Active Transportation Usage: Daily

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Additional Comments About Active Transportation: I walk daily while I'm on O'ahu to get to meetings and events in Downtown Honolulu. When I'm home on Hawai'i Island, I walk almost daily along Ali'i Drive near my residence.

Additional comments:

N/A