



Testimony by:
FORD N. FUCHIGAMI
DIRECTOR

Deputy Directors
JADE T. BUTAY
ROSS M. HIGASHI
EDWIN H. SNIFFEN
DARRELL T. YOUNG

IN REPLY REFER TO:

STATE OF HAWAII
DEPARTMENT OF TRANSPORTATION
869 PUNCHBOWL STREET
HONOLULU, HAWAII 96813-5097

February 10, 2016
10:00 am
State Capitol, Room

H.B. 1803
RELATING TO MOTOR VEHICLE LIGHTS

House Committee on Transportation

The Department of Transportation **opposes** this bill to require daylight running lights on motor vehicles.

The National Highway Traffic Safety Administration funded a study that evaluated the effects of daytime running lights. The results of the analysis showed no statistically significant overall effects. A 95% confidence interval was used to infer statistically significant conclusions. The Fatality Analysis Reporting System and the State Data System were the crash data sources used for the analysis. A copy of the study can be obtained at web site: <http://www-nrd.nhtsa.dot.gov/Pubs/811029.pdf>.

Thank you for the opportunity to testify on this bill.

Testimony to the House Committee on Transportation
Representative Henry Aquino, Chair
Representative Matthew Lopresti, Vice Chair

Testimony in **support** of HB 1803 – Relating to Motor Vehicle Lights
February 10, 2016
10:00am
Conference room 309

Individual testimony of:
Van Tomokiyo

In the continued interest of pedestrian and motor vehicle safety, this bill will be a progressive step forward. Why? Let's call it a safety switch. Just the act of turning on this creates an unconscious reaction to being safe; like putting on a seatbelt, locking your doors and checking your mirrors. Others will see you from a greater distance and be able discern, whether your vehicle is parked or moving. Brief inadvertent situations like, short dark tunnels, underpasses, cloud cover or smoky and dusty situations will be alleviated.

That one glint of light, may save someone's life.

HPD does a PSA every holiday season to turn on your headlights. OTS used to announce, "Our lights are on for your safety".

dot.state.mn.us/research/TRS/2011/TRS1009.pdf

page 4 for vehicles w/o DRL shows and increase of:

- 1.73 times vehicle crashes
- 1.48 times fatal crashes
- 1.77 times pedestrian accidents
- 1.72 times bicycle accidents

www.SWOV.nl/rapport/Factsheets/UK/FS_DRL.pdf

page 4 the conclusion was that in the Netherlands for 2011, there would have been 30 lives saved

Education-media PSA with a one trial and grace period before fines are implemented. This one year can be monitored by HPD and insurance agencies as to the number of reported accidents.

en.wikipedia.org/wiki/Daytime_running_lamp

shows the countries in Europe that has implemented DRL's since as early as 1977 and will have almost all vehicles in Europe with DRL's by 2025

Downsides: dead batteries and increased vehicle assists. Answer to them is; why did you not concentrate and shutdown your vehicle properly?

A 1% increase in fuel consumption. Is a life worth 20cents?

Thank you for your time and hope that you will consider moving HB 1803 forward.