

JOSH GREEN, M.D.  
GOVERNOR  
KE KIA'ĀINA



**TESTIMONY BY:**  
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**STATE OF HAWAI'I | KA MOKU'ĀINA 'O HAWAI'I**  
**DEPARTMENT OF TRANSPORTATION | KA 'OIHANA ALAKAU**  
869 PUNCHBOWL STREET  
HONOLULU, HAWAII 96813-5097

February 1, 2024  
3:00 p.m.  
State Capitol, Room 224

**S.B. 2348**  
**RELATING TO PHOTO RED LIGHT IMAGING DETECTOR SYSTEMS**

Senate Committee on Transportation and Culture and the Arts

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The Hawaii Department of Transportation (HDOT) **supports** S.B. 2348, which provides that any photo red light imaging detector system's clear and unobstructed recorded image of a motor vehicle license plate shall be prima facie evidence that the motor vehicle to which the license plate is attached is the motor vehicle for which the license plate was issued. Requires the State, the county, or the State's or county's third party contractor to implement a process to record the date on which the summons or citation was submitted to the post office, which shall be prima facie evidence of the date the summons or citation was submitted to the post office.

The HDOT's vendor is currently working on a process to record the date on which the summons or citations was submitted to the post office. The vendor is confident that the new process could be implemented by July 2024.

Thank you for the opportunity to provide testimony.



## DISABILITY AND COMMUNICATION ACCESS BOARD

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February 1, 2024

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### TESTIMONY TO THE SENATE COMMITTEE ON TRANSPORTATION AND CULTURE AND THE ARTS

#### Senate Bill 2348 – Relating to Photo Red Light Imaging Detector Systems

The Disability and Communication Access Board (DCAB) supports Senate Bill 2348 – Relating to Photo Red Light Imaging Detector Systems.

This bill would establish that any photograph, microphotograph, video, or other recorded image, produced by the system, that contains a clear and unobstructed image of a motor vehicle license plate shall be prima facie evidence that the motor vehicle to which the license plate is attached is the motor vehicle for which the license plate was issued.

Vehicles that fail to stop for a red-light pose a danger for all pedestrians, but especially for pedestrians with certain disabilities. Persons who use wheelchairs and other mobility devices and persons of short stature are lower to the ground and are therefore less visible to drivers looking over the hood of their vehicles. Blind pedestrians rely on audio cues from traffic control devices and are unlikely to be able to take actions to avoid a car. In addition, pedestrians with a mobility disability – such as persons with arthritis, vascular and orthopedic conditions – may not have the agility or reflexive speed to get out of the way of an approaching vehicle.

Thank you for considering our position.

Respectfully submitted,

KIRBY L. SHAW  
Executive Director