

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



EDWIN H. SNIFFEN  
DIRECTOR  
KA LUNA HO'OKELE

Deputy Directors  
Nā Hope Luna Ho'okele  
DREANALEE K. KALILI  
TAMMY L. LEE  
CURT T. OTAGURO  
ROBIN K. SHISHIDO

STATE OF HAWAII | KA MOKU'ĀINA 'O HAWAII  
DEPARTMENT OF TRANSPORTATION | KA 'OIHANA ALAKAU  
869 PUNCHBOWL STREET  
HONOLULU, HAWAII 96813-5097

March 18, 2025  
3:00 p.m.  
State Capitol, Room 224 & Videoconference

**H.B. 1231, H.D. 1  
RELATING TO TRAFFIC SAFETY**

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Senate House Committee on Transportation and Culture and the Arts

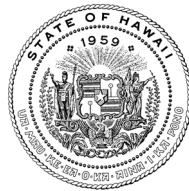
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The Hawaii Department of Transportation (HDOT) **supports the intent** of H.B. 1231, H.D. 1, which requires the State to prioritize the installation of photo red light imaging detector systems in school zones if the State establishes a photo red light imaging detector system. Requires proceeds of fines collected for disregarding a steady red signal pursuant to a photo red light imaging detector system installed in a school zone to be deposited into the Safe Routes to School Program Special Fund.

The HDOT plans to begin expanding the effective photo red light imaging detector systems and implementing the automated speed enforcement systems later this year. The same criteria, that was used to pick the pilot locations, will be used to select future locations. The criteria included number of crashes caused by drivers who disregarded the traffic signal, volume of traffic, as well as traffic citations for disregarding the signal.

While we support the intent of this bill to install the automated photo enforcement program in school zones, the HDOT stresses the importance of using the same selection criteria statewide to ensure consistency within the program. This consistency is vital as the data will need to justify the selection of the location will be examined in court.

Thank you for the opportunity to provide testimony.



**JOSH GREEN, M.D.**  
GOVERNOR

**SYLVIA LUKE**  
LIEUTENANT GOVERNOR

**LUIS P. SALAVERIA**  
DIRECTOR

**SABRINA NASIR**  
DEPUTY DIRECTOR

EMPLOYEES' RETIREMENT SYSTEM  
HAWAII EMPLOYER-UNION HEALTH BENEFITS TRUST FUND  
OFFICE OF THE PUBLIC DEFENDER

**STATE OF HAWAII**  
**DEPARTMENT OF BUDGET AND FINANCE**  
*Ka 'Oihana Mālama Mo'ohelu a Kālā*  
P.O. BOX 150  
HONOLULU, HAWAII 96810-0150

ADMINISTRATIVE AND RESEARCH OFFICE  
BUDGET, PROGRAM PLANNING AND MANAGEMENT DIVISION  
FINANCIAL ADMINISTRATION DIVISION  
OFFICE OF FEDERAL AWARDS MANAGEMENT

**WRITTEN ONLY**  
**TESTIMONY BY LUIS P. SALAVERIA**  
**DIRECTOR, DEPARTMENT OF BUDGET AND FINANCE**  
**TO THE SENATE COMMITTEE ON TRANSPORTATION AND**  
**CULTURE AND THE ARTS**  
**ON**  
**HOUSE BILL NO. 1231, H.D. 1**

**March 18, 2025**  
**3:00 p.m.**  
**Room 224 and Videoconference**

**RELATING TO TRAFFIC SAFETY**

The Department of Budget and Finance (B&F) offers comments on this bill.

House Bill No. 1231, H.D. 1: 1) authorizes the State to prioritize the installation of photo red light imaging detector systems in school zones if the State establishes a photo red light imaging detector system; 2) requires a certain percentage of fines collected for disregarding a steady red signal pursuant to a photo red light imaging detector system installed in a school zone to be deposited into the Safe Routes to School Program Special Fund (SRSPSF), which is capped at an unspecified amount each year; and 3) requires the Department of Transportation to consult with the Department of Education in determining which school zones to install a photo red light imaging system.

B&F notes that pursuant to Section 37-52.3, HRS, special funds should reflect a clear nexus between the benefits sought and charges made upon the users or beneficiaries or a clear link between the program and the sources of revenue.

Thank you for your consideration of our comments.



## *The Judiciary, State of Hawai'i*

**Testimony to the Thirty-Third State Legislature, 2025 Session**

**Senate Committee on Transportation & Culture and the Arts**

Senator Chris Lee, Chair

Senator Lorraine R. Inouye, Vice Chair

Tuesday, March 18, 2025, 3:00 p.m.

Conference Room 224 & Via Videoconference

By:

Michelle D. Acosta

Deputy Chief Court Administrator

District Court of the First Circuit

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**Bill No. and Title:** House Bill No. 1231, H.D. 1, Relating to Traffic Safety

**Purpose:** Authorizes the State to prioritize the installation of photo red light imaging detector systems in school zones if the State establishes a photo red light imaging detector system. Requires a certain percentage of fines collected for disregarding a steady red signal pursuant to a photo red light imaging detector system installed in a school zone to be deposited into the Safe Routes to School Program Special Fund, capped at an unspecified amount each year. Requires the Department of Transportation to consult with the Department of Education in determining which school zones to install a photo red light imaging system. Effective 7/1/3000. (HD1)

### **Judiciary's Position:**

The Judiciary takes no position on the merits of the bill and submits the following concerns for the Legislature's consideration.

House Bill No. 1231, H.D. 1 would expand the photo red light imaging detectors to school zones, which includes every street and all public property in the vicinity of a school as designated by the Department of Transportation. The Judiciary has concerns regarding the volume of citations that may be generated from the expansion of the photo red light imaging detector system. Based on available data, the 10 existing photo red light imaging detection systems issued an average 1,991 citations per month in 2024.



These citations must be processed by the district courts. The high volume would likely overwhelm current court resources. The third-party vendor selected by the Department of Transportation would provide electronic copies of traffic citations to the district courts throughout the state. However, the Judiciary's Information Management System (JIMS) is not currently equipped to pull data from the law enforcement citations and transfer the data into court records. Instead, all of the information in the citations (name, address, driver's license number, location of the offense, vehicle make and model, vehicle license plate, etc.) is manually entered by court staff into JIMS, similar to the way that handwritten notes on a receipt need to be manually entered into a billing system in order to create an invoice. Once that information is manually entered by court staff, court staff then processes requests for hearings and written statements from motorists contesting the citations or explaining mitigating circumstances, schedules court dates, and prepares minutes from court hearings. A dramatic increase in traffic citations would likely overwhelm current court resources, potentially to the detriment of other types of cases heard by District Court.

The Judiciary's Information Technology Systems Department (ITSD) is looking for technological solutions to efficiently receive and process the high volume of electronic citations. This process of researching and procuring the most appropriate solution will require time and possibly an appropriation.

The Judiciary requests that any expansion of the red-light and/or speed camera system take into consideration the impact on the district courts statewide and allow adequate time for the courts to work with the Department of Transportation prior to expanding the traffic enforcement camera systems. The Judiciary requests that the Legislature consider similar language as House Bill No. 235, H.D. 1, which requires the Department of Transportation to seek public input from the community in selecting locations for expansion and provide a report to the Legislature concerning its implementation progress. The Judiciary further requests that the Department of Transportation include the Judiciary's input in its expansion plans.

The Judiciary would request an effective date of January 1, 2027. This date will allow the Judiciary to assess whether an appropriation will be needed to implement House Bill No. 1231, H.D. 1.

Thank you for the opportunity to testify on this measure.



## **Testimony of the Oahu Metropolitan Planning Organization**

### **Senate Committee on Transportation & Culture and the Arts**

**03/18/2025 3:00PM**

**CR 224 & Videoconference**

**HB 1231 HD1**

### **RELATING TO AUTOMATED SPEED ENFORCEMENT SYSTEMS PROGRAM.**

Dear Chair Lee, Vice Chair Inouye and Committee Members,

The Oahu Metropolitan Planning Organization (OahuMPO) **supports HB1231 HD1** which authorizes the State to prioritize the installation of photo red light imaging detector systems in school zones and requires a percentage of fines collected for disregarding a steady red signal pursuant to a photo red light imaging detector system installed in a school zone to be deposited into the Safe Routes to School Program Special Fund, and requires the Department of Transportation to consult with the Department of Education in determining which school zones to install a photo red light imaging system.

Half of the deaths in red light running crashes involve some of our most vulnerable road users, including bicyclists and pedestrians as well as occupants of non-violating vehicles. In the State of Hawaii, traffic deaths increased ten percent between 2023 and 2024. In 2024, the State of Hawaii Department of Transportation conducted an annual behavioral study, where one-fifth of all drivers admitted to driving through crosswalks without checking for pedestrians and one-fifth of drivers admitted to running red lights. Implementing this bill will enhance safety in areas where some of our most vulnerable people, keiki, are walking, biking, and rolling to get to school. Depositing fines collected for running red lights into the Safe Routes to School Program Special Fund will help to further augment transportation projects and programs focused on getting our keiki to school safely.

The OahuMPO is the federally designated Metropolitan Planning Organization (MPO) on the island of Oahu responsible for carrying out a multimodal transportation planning process, including the development of a long-range (25-year horizon) metropolitan transportation plan, referred to as the Oahu Regional Transportation Plan (ORTP), which encourages and promotes a safe, efficient, and resilient transportation system that serves the mobility needs of all people and freight (including walkways, bicycles, and transit), fosters economic growth and development, while minimizing fuel consumption and air pollution ([23 CFR 450.300](#)).

Mahalo for the opportunity to provide testimony on this measure.



Email: [communications@uluPono.com](mailto:communications@uluPono.com)

SENATE COMMITTEE ON TRANSPORTATION AND CULTURE AND THE ARTS  
Tuesday, March 18, 2025 — 3:00 p.m.

**UluPono Initiative supports HB 1231 HD 1, Relating to Traffic Safety.**

Dear Chair Lee and Members of the Committee:

My name is Micah Munekata, and I am the Director of Government Affairs at UluPono Initiative. We are a Hawai'i-focused impact investment firm that strives to improve the quality of life throughout the islands by helping our communities become more resilient and self-sufficient through locally produced food, renewable energy and clean transportation choices, and better management of freshwater resources.

**UluPono supports HB 1231 HD 1**, which authorizes the State to prioritize the installation of photo red light imaging detector systems in school zones if the State establishes a photo red light imaging detector system; and requires a certain percentage of fines collected for disregarding a steady red signal pursuant to a photo red light imaging detector system installed in a school zone to be deposited into the Safe Routes to School Program Special Fund, capped at an unspecified amount each year; requires the Department of Transportation to consult with the Department of Education in determining which school zones to install a photo red light imaging system.

Although current transportation planning and decision-making have provided important safe routes to school projects and have added facilities through Complete Streets approaches, many schools remain less accessible for keiki walking or rolling to school. The lack of complete, safe and comfortable bike and pedestrian networks puts keiki at risk, especially among growing safety concerns in these areas. An analysis of Hawai'i EMS calls found that pedestrian and bicycling injuries to children are most likely to occur during the hours they are traveling to and from school.<sup>1</sup> Overall, walking and biking in Hawai'i have gotten progressively more dangerous in the last 20 years, and we are now ranked the 12<sup>th</sup> most dangerous state to walk and bike.<sup>2</sup>

Other states have made firm commitments to protect children's school trips. For example, Colorado dedicates more than \$2.5 million per year in both infrastructure and programmatic monies. These projects range from physical infrastructure improvements like new sidewalks, lighting and trails, to softer solutions like walking school buses, maps and trip trackers to encourage healthier active living. The more we can support affordable

<sup>1</sup> <https://www.hiphi.org/wp-content/uploads/2022/01/SRTS-Fact-Sheet.pdf>

<sup>2</sup> <https://smartgrowthamerica.org/dangerous-by-design/>

options for keiki to get to school and protect them when they are walking and rolling, the better off our communities will be.

The Safe Routes to School Advisory Committee's January 2025 Annual Report<sup>3</sup> outlines several critical findings regarding school transportation and safe routes to school in Hawai'i. National research shows that these programs can significantly increase walking and biking to school, with participation rising 18-37 percent, while simultaneously reducing pedestrian injuries in school zones by 44-75 percent. The need for these programs is widespread, as approximately 77 percent of Hawai'i residents live within one mile of a school. Furthermore, a preliminary analysis has already identified more than \$800 million in SRTS infrastructure needs across the state.

Furthermore, a preliminary analysis by the Advisory Committee has already identified more than \$800 million in safe routes to school infrastructure needs across the state. The Safe Routes to School Program needs consistent funding to meet growing safety challenges. A sustainable funding source, such as the proposed fee, is critical for projects that protect our communities and students.

Thank you for the opportunity to testify.

Respectfully,

Micah Munekata  
Director of Government Affairs

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<sup>3</sup> <https://hidot.hawaii.gov/wp-content/uploads/2025/01/HWY-S-25-2.45019-DOT-Report-for-Act-244-SLH-2023-Safe-Routes-to-School.pdf>

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**SENATE COMMITTEE ON TRANSPORTATION & THE ARTS**

Tuesday, March 18, 2025 – 3:00pm

**Hawai'i Bicycling League STRONGLY SUPPORTS HB 1231, HD 1, Relating to Transportation**

Aloha Chair Lee, Vice Chair Inouye, and Committee Members,

My name is Travis Counsell, and I am the Executive Director for the Hawai'i Bicycling League (HBL). We are a non-profit organization founded in 1975 with the mission of enabling more people to ride bicycles for health, recreation, and transportation. We strive to create communities across our islands that have safe, accessible, and inclusive environments for people to bike, walk, and roll.

**Hawai'i Bicycling League strongly supports HB 1231, HD1**, which requires the State to prioritize the installation of photo red light imaging detector systems in school zones if the State establishes a photo red light imaging detector system. It also requires proceeds of fines collected for disregarding a steady red signal pursuant to a photo red light imaging detector system installed in a school zone to be deposited into the Safe Routes to School Program Special Fund.

**Red Light Cameras**

According to the Insurance Institute for Highway Safety, about 340 communities throughout the United States have red light cameras, and 278 have speed cameras. Case studies have shown the efficacy of traffic cameras. New York City was the first jurisdiction to implement a red light camera program in 1992.

In October 2024, the state of New York announced it was expanding its red light camera programs, citing a 73% drop in red light running and related crashes where they were installed. Following its own example, New York City in 2013 started adding speed cameras to school zones and realized immediate results. In those school zones, speeding fell by 63%, crashes by 15%, and fatalities by 55%. The cameras issued an average of 104 speed violations per day in their first month, a figure that fell to 51 per day by the end of their first year in service. The vast majority of drivers didn't receive a second fine after their first offense—signaling a change in driver habits.

**Safe Routes to School**

The SRTS program encourages keiki to walk, bike, and roll to school by supporting pedestrian and bicycle infrastructure projects within a one-mile radius of public schools. Despite the importance of this program, it is severely underfunded. Moreover, the Navahine agreement mandates that HDOT complete its multimodal network within 5 years. This undertaking will require a significant investment, as the Hawai'i Climate Commission identified nearly \$1 billion in high-priority pedestrian, bicycle, and multimodal projects across the state that are currently unfunded. With a majority of these projects located near schools, it's critical that the legislature enhance the SRTS program, to improve safety for everyone who walks, bikes or rolls near a school.



In summary, with the state's pressing cost of living challenges, including transportation costs, as well as our climate and energy crises, it is vital that the state prioritize funding to improve the safety of people walking, rolling, biking, and using transit, as well as make those choices more desirable by reducing red light infractions. HB 1231, HD 1 is an important step to improve pedestrian safety in Hawai'i. We recommend funding this at the highest possible level.

Mahalo for the opportunity to testify on this important measure.

Ride Aloha,

A handwritten signature in black ink that reads "Travis Counsell". The signature is written in a cursive, flowing style.

**Travis Counsell**  
Executive Director  
Hawai'i Bicycling League



## HIPHI Board

May Okihiro, MD, MS  
Chair

John A. Burns School of Medicine,  
Department of Pediatrics

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Dina Shek, JD  
Medical-Legal Partnership  
For Children in Hawai'i

Garret Sugai  
HMSA

JoAnn Tsark, MPH  
John A. Burns School of Medicine, Native  
Hawaiian Research Office

## HIPHI Initiatives

Coalition for a  
Tobacco-Free Hawai'i

Community-Based Research &  
Evaluation

Community Health  
Worker Initiatives

COVID-19 Response

Environmental Health

Hawai'i Drug & Alcohol-Free Coalitions

Hawai'i Farm to School Network

Hawai'i Oral Health Coalition

Hawai'i Public Health Training Hui

Healthy Eating + Active Living

Kūpuna Collective/Healthy Aging &  
Community Living

Public Health Workforce Development

Date: March 17, 2025

To: Senator Chris Lee, Chair  
Senator Lorraine R. Inouye, Vice Chair  
Members of the Committee on Transportation and Culture and the Arts

RE: Support for HB 1231, Relating to Traffic Safety

Hrg: March 18, 2025, 3:00 PM, Conference Room 224

Hawai'i Public Health Institute (HIPHI)<sup>1</sup> and the Healthy Eating + Active Living<sup>2</sup> (HEAL) Statewide Coalition are in **strong support of HB1231 HD1**, which authorizes the state to prioritize the installation of photo red light imaging detector systems in school zones should the state establish a photo red light imaging detector system. This measure would also require a certain percentage of fines be collected for disregarding a steady red signal pursuant to a photo red light imaging detector system installed in the school zone be deposited into the Safe Routes to School (SRTS) Program Special fund.

There is an urgent need to improve the safety of vulnerable roadway users in Hawai'i. In 2024 alone, there were 102 traffic fatalities statewide, and a staggering 42% of those fatalities involved pedestrians and bicyclists.<sup>3</sup> The 2023 Vulnerable Road User Safety Assessment for Hawai'i noted that 57% of pedestrian crashes happen at intersections.

## Safe Routes to School

The SRTS program encourages keiki to walk, bike, and roll to school by supporting pedestrian and bicycle infrastructure projects within a one-mile radius of public schools. Despite the importance of this program, it is severely underfunded. The current dedicated annual revenue source for the SRTS program is traffic violation surcharges. The benefits of SRTS include increased exercise for keiki, but also reducing student absence and tardiness, and decreased traffic congestion.<sup>4</sup>

<sup>1</sup> Hawai'i Public Health Institute's mission is to advance health and wellness for the people and islands of Hawai'i. We do this through expanding our understanding of what creates health of people and place, fostering partnerships, and cultivating programs to improve policies, systems, and the environments where people live, learn, work, age, and play.

<sup>2</sup> The Healthy Eating + Active Living (HEAL) Coalition, formerly known as the Obesity Prevention Task Force, was created by the legislature in 2012 and is comprised of over 60 statewide organizations. The HEAL Coalition works to make recommendations to reshape Hawai'i's school, work, community, and health care environments, making healthier lifestyles obtainable for all Hawai'i residents.

<sup>3</sup> HDOT, "Traffic Fatalities Up 10% From 2023," December 31, 2024.

<sup>4</sup> Safe Routes Partnership, Safe Routes to School Benefits. 2025.

<https://www.saferoutespartnership.org/safe-routes-school/101/benefits>



At the same time, the Navahine agreement mandates that HDOT complete its multimodal network within 5 years. This undertaking will require a significant investment, as the Hawai'i Climate Commission identified nearly \$1 billion in high-priority pedestrian, bicycle, and multimodal projects across the state that are currently unfunded.<sup>5</sup> With a majority of these projects located near schools, the legislature must enhance the SRTS program.

In summary, it is important that the state prioritizes the safety of people walking, rolling, biking, and using transit by investing in pedestrian and bicycle infrastructure. If the State expands the photo red light imaging detector system, it is crucial that the revenue collected be used to support the SRTS Program. HB1231 is an important step to improve pedestrian safety in Hawai'i.

Mahalo for the opportunity to testify on this important measure.

Mahalo,

A handwritten signature in black ink, appearing to read "Lauren Loor".

Lauren Loor  
Healthy Eating + Active Living Statewide Program Manager

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<sup>5</sup> State of Hawai'i Climate Commission, "Transportation Projects," 2025.  
<https://climate.hawaii.gov/grants-to-projects-bridge/transportation-projects/>.



**Testimony in Support for HB1231 - Relating to Transportation**  
**Senate Committee on Transportation and Culture and the Arts (TCA)**  
**Tuesday, March 18, 2025**

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Dear Chair Lee, Vice Chair Inouye, and members of the TCA committee,  
Mahalo for the opportunity to express **SUPPORT for HB1231**, which would require that priority be given to installing photo red light imaging detector systems in school zones, should the State establish a photo red light imaging detector system. HB1231 would also require a portion of the proceeds of fines collected for disregarding a steady red signal pursuant to a photo red light imaging detector system installed in a school zone to be deposited into the Safe Routes to School (SRTS) Program Special Fund.

**Safe Routes to School Program**

There is an urgent need to improve the safety of vulnerable roadway users in Hawai'i. In 2024 alone, there were 102 traffic fatalities statewide and a staggering 42% of those fatalities involved pedestrians and bicyclists.<sup>1</sup> Between 2015 and 2020, nearly 49% of pedestrian fatalities on O'ahu occurred on state-owned roadways.<sup>2</sup> Pedestrian fatalities and serious injuries are also growing. For example, the average annual number of statewide pedestrian fatalities rose by 26 percent during the 2014–2018 time period, when compared to the 2009–2013 time period.<sup>3</sup>

The SRTS program encourages keiki to walk, bike, and roll to school by supporting pedestrian and bicycle infrastructure projects within a one-mile radius of public schools. Despite the importance of this program, it is severely underfunded. The current dedicated annual revenue source for the SRTS program are traffic violation surcharges. At the same time the *Navahine* agreement mandates that Hawai'i Department of Transportation (HDOT) complete its multimodal network within 5 years. This undertaking

will require a significant investment, as the Hawai'i Climate Commission identified nearly \$1 billion in high-priority pedestrian, bicycle, and multimodal projects across the state that are currently unfunded.<sup>4</sup> Implementing the state's share of bike facilities on O'ahu alone will cost \$168 million.<sup>5</sup>

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<sup>1</sup> HDOT, "Traffic Fatalities Up 10% From 2023," December 31, 2024.

<sup>2</sup> CCH-DTS, "O'ahu Vision Zero Action Plan," 2024.

<sup>3</sup> State of Hawai'i Department of Transportation, "State of Hawai'i Traffic Fatalities," 2022.

<sup>4</sup> State of Hawai'i Climate Commission, "Transportation Projects," 2025.

<https://climate.hawaii.gov/grants-to-projects-bridge/transportation-projects/>.

<sup>5</sup> City & County of Honolulu, Department of Transportation Services, "O'ahu Bike Plan Update," December 2019.

[https://www8.honolulu.gov/dts/wpcontent/uploads/sites/45/2024/04/TED-Final\\_2019\\_Oahu\\_Bike\\_Plan\\_Update.pdf](https://www8.honolulu.gov/dts/wpcontent/uploads/sites/45/2024/04/TED-Final_2019_Oahu_Bike_Plan_Update.pdf)

With a majority of these projects located near schools, it's critical that the SRTS program be enhanced. As such, we believe that the revenue generated from red light cameras and other traffic violations are not sufficient to meet the state's multimodal infrastructure needs. As such, we urge the state to increase dedicated funding – beyond traffic fines – for the SRTS program.

## Red Light Cameras

The 2023 Vulnerable Road User Safety Assessment for Hawai'i noted that 57% of pedestrian crashes happen at intersections. This highlights the need to increase compliance with traffic signals and reduce speeding and at these locations. Automated cameras have been found to reduce speeding and crash-related injuries, while yielding cost savings.<sup>6</sup> They have been found to reduce racial- and gender-based disparities in traffic stops.<sup>7</sup> However, automated enforcement also pose due-process and privacy concerns.<sup>8</sup> To address these concerns, the Vera Institute of Justice developed a set of recommendations included in their 2021 *Non-Police Responses to Traffic Safety*<sup>9</sup> policy brief. These recommendations are provided below:

- Transferring automated camera operations to non-police agencies.
- Banning the use of facial recognition software.
- Requiring oversight boards to monitor the volume and type of traffic citations these tools generate and how they impact communities.

Mahalo for the opportunity to testify on this important measure.



Abbey Seitz

Director of Transportation Equity

Hawai'i Appleseed Center for Law and Economic Justice

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<sup>6</sup> Governors Highway Safety Association (GHSA), "Speed and Red Light Cameras," 2021.

<https://www.ghsa.org/state-laws/issues/speed%20and%20red%20light%20cameras>; Shin, Kangwon, et al., "Evaluation of the Scottsdale Loop 101 Automated Speed Enforcement Demonstration Program, Accident Analysis & Prevention," *Accident Analysis & Prevention* 41, no. 3, 393-403, 2009; and Libby J. Thomas, Raghavan Srinivasan, Lawrence E. Decina et al., "Safety Effects of Automated Speed Enforcement Programs: Critical Review of International Literature," *Transportation Research Record* 2078, no. 1, 117-126, 2008.

<sup>7</sup> Sarah Marx Quintanar, "Man vs. Machine: An Investigation of Speeding Ticket Disparities Based on Gender and Race," *Journal of Applied Economics* 20, no. 1, 1-28, 2017. <https://perma.cc/9X3E-6TEX>.

<sup>8</sup> Caroline J. Rodier, Susan Shaheen, and Ellen Cavanaugh, "Automated Speed Enforcement in the U.S.: A Review of the Literature on Benefits and Barriers to Implementation," Paper Submitted to the Transportation Research Board Annual Meeting, July, 2007. <https://perma.cc/VYW7-5PCU>.

<sup>9</sup> Vera Institute of Justice, "Investing in Evidence-Based Alternatives to Policing: Non-Police Responses to Traffic Safety," August, 2021.

<https://vera-institute.files.svdcdn.com/production/downloads/publications/alternatives-to-policing-traffic-enforcement-fact-sheet.pdf>.



## **COMMITTEE ON TRANSPORTATION AND CULTURE AND THE ARTS**

**Senator Chris Lee, Chair**

**Senator Lorraine R. Inouye, Vice Chair**

DATE: Tuesday, March 18, 2025  
TIME: 3:00 PM  
PLACE: Conference Room 224 & Videoconference

**Re: HB1231 HD1 Relating to Traffic Safety**

From: Lisa Dau, RN, Injury Prevention Coordinator  
Keiki Injury Prevention Coalition (KIPC)

Dear Senator Chris Lee, Chair, Senator Lorraine Inouye, Vice Chair, and Members of the Committee,

My name is Lisa Dau, and I am the Injury Prevention Coordinator for the Keiki Injury Prevention Coalition (KIPC). KIPC's mission is to prevent and reduce injuries to children in Hawaii. I am writing to express my **strong support for HB1231 HD1**, the proposed legislation authorizing the state to prioritize installing photo-red light imaging detector systems in school zones should a statewide system be established. The safety of our children and pedestrians near school zones is of the utmost importance, and implementing such technology will be a critical measure in reducing traffic violations and preventing accidents.

### **Enhancing Safety in School Zones**

Speeding and running red lights in school zones pose a significant risk to students, parents, and school staff. By prioritizing the installation of photo-red light imaging detector systems in these areas, the state can proactively deter reckless driving behavior and enforce compliance with traffic laws. Studies from other jurisdictions have shown that red light cameras effectively reduce the number of vehicles that run red lights, which directly translates to fewer accidents and injuries.

### **Funding the Safe Routes to School Program**

I also support the provision requiring a portion of fines collected from violations in school zones to be deposited into the Safe Routes to School Program Special Fund, up to a reasonable cap each year. This initiative will ensure that funds are reinvested into community programs to improve pedestrian and bicycle infrastructure, making our school zones even safer for students commuting on foot or by bike.



### **Collaboration Between Departments**

Additionally, requiring the Department of Transportation to consult with the Department of Education in determining which school zones should receive priority for installation is a well-reasoned approach. Schools and education officials have direct insight into high-risk areas and can provide valuable input to ensure resources are allocated where they are most needed.

In conclusion, I respectfully urge the Committee to pass HB1231 HD1 to enhance the safety of school zones, protect our children, and establish a reliable source of funding for school traffic safety improvements.

Thank you for the opportunity to submit testimony in support of this important initiative.

Sincerely,  
Lisa Dau, RN, MBA, BSN, CPSTI  
KIPC, Injury Prevention Coordinator

The Keiki Injury Prevention Coalition's (KIPC) mission is to prevent and reduce injuries to children in Hawaii. <https://kipchawaii.org/>

**HB-1231-HD-1**

Submitted on: 3/17/2025 8:49:10 AM

Testimony for TCA on 3/18/2025 3:00:00 PM

Submitted By	Organization	Testifier Position	Testify
Patti Hatzistavakis	Individual	Support	Written Testimony Only

Comments:

Dear Chair Lee, Vice Chair Inouye, and members of the TCA committee,

**I strongly support HB1231, which would provide much needed funding for the Safe Routes to School program.** I urge the senate committee to pass this important bill. There is an urgent need to improve roadway safety as each year there are over 100 roadway fatalities, with hundreds more seriously injured. In 2024, 42% of roadway fatalities involved pedestrians and bicyclists. The SRTS program addresses this issue by supporting pedestrian and bicycle infrastructure projects near public schools.

Thank you for your consideration of HB1231, which can increase safety for all road users, especially vulnerable populations such as our keiki.

Patti Hatzistavakis

Pahoa, Hawai'i



**HB-1231-HD-1**

Submitted on: 3/15/2025 12:15:22 AM

Testimony for TCA on 3/18/2025 3:00:00 PM

Submitted By	Organization	Testifier Position	Testify
Ted Meehan	Individual	Support	Written Testimony Only

Comments:

I am in support of HB1231.

The importance of keeping the roads in and around our schools is supported by implementing the **red light camera program**. It has proven to be motivation for drivers to be particularly cautious and careful and what more important area than around schools.

I urge you to support HB 1231. Thank you.

Ted Meehan

**HB-1231-HD-1**

Submitted on: 3/17/2025 9:13:46 AM

Testimony for TCA on 3/18/2025 3:00:00 PM

Submitted By	Organization	Testifier Position	Testify
Suzanne Fields	Individual	Support	Written Testimony Only

Comments:

Dear Chair Lee, Vice Chair Inouye, and members of the TCA committee,

My name is Suzanne Fields and I live on Haiku Road in Haiku on Maui. I urge the senate committee on transportation to pass HB1231, which would provide much needed funding for the Safe Routes to School program.

There is an urgent need to improve roadway safety as each year there are over 100 roadway fatalities, with hundreds more seriously injured.

In 2024, 42% of roadway fatalities involved pedestrians and bicyclists. The SRTS program addresses this issue by supporting pedestrian and bicycle infrastructure projects near public schools.

In my neighborhood, there have been at least 4 car accidents on my stretch of road in the past year. This area includes not only the Roots School but the Haiku Post Office, a church, and is frequently used by folks walking up to the shopping area and food trucks. There is a 20 MPH speed limit and school cross walk sign and STILL, vehicles travel at speeds of up to 50-60 MPH on this stretch of road.

I have implored the Maui County Public Works Department to take action on the Speed Bump request I submitted in **February 2024** and STILL no action has been taken to install a speed bump. I have repeatedly contacted Maui County DPW and have not received a response.

The State and the Counties need to work together to slow down drivers and make the roads safer for school children and all pedestrians.

Mahalo for considering this measure,

Suzanne Fields

Haiku, Maui

**HB-1231-HD-1**

Submitted on: 3/17/2025 9:19:55 AM

Testimony for TCA on 3/18/2025 3:00:00 PM

Submitted By	Organization	Testifier Position	Testify
Molly Mamaril	Individual	Support	Written Testimony Only

Comments:

Dear Chair Lee, Vice Chair Inouye, and members of the TCA committee,

My name is Molly Mamaril and I am from Kaimukī, O‘ahu. We urge the senate committee on transportation to pass HB1231, which would provide much needed funding for the Safe Routes to School program. There is an urgent need to improve roadway safety as each year there are over 100 roadway fatalities, with hundreds more seriously injured. In 2024, 42% of roadway fatalities involved pedestrians and bicyclists. The SRTS program addresses this issue by supporting pedestrian and bicycle infrastructure projects near public schools.

Mahalo for considering this measure,

Molly Mamaril

**RE: Support for HB1231**

Dear Chair Lee, Vice Chair Inouye, and members of the TCA committee,

My name is Leigh Ann Lopez and I am from the Punchbowl area. We urge the senate committee on transportation to pass HB1231, which would provide much needed funding for the Safe Routes to School program. There is an urgent need to improve roadway safety as each year there are over 100 roadway fatalities, with hundreds more seriously injured. In 2024, 42% of roadway fatalities involved pedestrians and bicyclists. The SRTS program addresses this issue by supporting pedestrian and bicycle infrastructure projects near public schools. Mahalo for considering this measure.

Respectfully,  
Leigh Ann Lopez

**HB-1231-HD-1**

Submitted on: 3/17/2025 1:00:24 PM

Testimony for TCA on 3/18/2025 3:00:00 PM

Submitted By	Organization	Testifier Position	Testify
Edgardo Diaz Vega	Individual	Support	Remotely Via Zoom

## Comments:

I urge you to vote in support of this proposal which would require red light imaging detectors in school zones. Ensuring that children and their guardians can safely arrive and depart from islands' schools is of critical importance. Drivers who violate traffic laws in school zones present a safety risk for themselves, entire families, and especially the safety of children. The proposal also ensures that proceeds from any violators help create a safer environment around schools by being deposited into the Safe Routes to School Program Special Fund.

**HB-1231-HD-1**

Submitted on: 3/17/2025 1:38:44 PM

Testimony for TCA on 3/18/2025 3:00:00 PM

Submitted By	Organization	Testifier Position	Testify
Daniel C. Smith	Individual	Support	Written Testimony Only

## Comments:

I support this bill but with the recommendation that schools near busy streets and/or intersections be prioritized. In Pearl City where I live, one such school is Pearl City Elementary near Kam Hwy and Waimano Home Rd. The other is Pearl Highlands Elementary near Moanalua Rd. and Waimano Home Rd. Both of those intersections deserve monitoring for red light running and speeding.

Mahalo,

Daniel C. Smith

**HB-1231-HD-1**

Submitted on: 3/17/2025 3:04:30 PM

Testimony for TCA on 3/18/2025 3:00:00 PM

Submitted By	Organization	Testifier Position	Testify
Scott Dukart	Individual	Support	Written Testimony Only

Comments:

Dear Chair Lee, Vice Chair Inouye, and members of the TCA committee,

My name is Scott Dukart and I am from Nuuanu. We urge the senate committee on transportation to pass HB1231, which would provide much needed funding for the Safe Routes to School program. There is an urgent need to improve roadway safety as each year there are over 100 roadway fatalities, with hundreds more seriously injured. In 2024, 42% of roadway fatalities involved pedestrians and bicyclists. The SRTS program addresses this issue by supporting pedestrian and bicycle infrastructure projects near public schools.

Mahalo for considering this measure,

Scott Dukart

**HB-1231-HD-1**

Submitted on: 3/18/2025 9:49:52 AM

Testimony for TCA on 3/18/2025 3:00:00 PM

**LATE**

Submitted By	Organization	Testifier Position	Testify
mary santa maria	Individual	Support	Written Testimony Only

Comments:

I stand in strong support for this bill putting red lights in school safety zones, and putting the fines in Safe Routes to schools fund. Please vote FOR the bill.

Mahalo nui loa

Mary Santa Maria