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

February 21, 2025
12:00 P.M.
State Capitol, Room 308

**H.B. 235, H.D. 1
RELATING TO TRAFFIC SAFETY**

House Committee on Finance

The Department of Transportation (DOT) **supports the intent of H.B. 235, H.D. 1**, which requires the Department of Transportation to expand the use of photo red light imaging detector systems and automated speed enforcement systems to locations on the North Shore of Oahu.

The DOT plans to begin expanding the effective photo red light imaging detector systems and implementing the automated speed enforcement systems statewide this year. The DOT will use the same criteria, used to pick the pilot locations, 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 on the North Shore, the DOT stresses the importance of using the same selection criteria statewide to ensure consistency within the program. This consistency is also vital during contested court cases as the data will need to justify the selection of the location.

Thank you for the opportunity to provide testimony.



The Judiciary, State of Hawai'i

Testimony to the Thirty-Third State Legislature, 2025 Session

House Committee on Finance
Representative Kyle T. Yamashita, Chair
Representative Jenna Takenouchi, Vice Chair

Friday, February 21, 2025, 12:00 p.m.
Conference Room 308 & Via Videoconference

By:

Michelle D. Acosta
Deputy Chief Court Administrator
District Court of the First Circuit

WRITTEN TESTIMONY ONLY

Bill No. and Title: House Bill No. 235, H.D. 1, Relating to Traffic Safety

Purpose: Requires the Department of Transportation to expand the use of photo red light imaging detector systems and automated speed enforcement systems to locations on the North Shore of O'ahu. Effective 7/1/3000. (HD1)

Judiciary's Position:

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

The Judiciary appreciates the Committee on Transportation's amendment to Section 2 (b), line 4 page 2 of House Bill No. 235, H.D. 1 which requires the Department of Transportation to seek input from the Judiciary when selecting locations. However, the Judiciary continues to have concerns regarding the expansion of the red light imaging detector systems and automated speed enforcement systems to the North Shore of O'ahu. The Department of Transportation currently has red light detectors in 10 downtown Honolulu locations. These generate approximately 2,000 citations for red light violations per month. These citations are manually



processed by the Traffic Violations Bureau staff at the Honolulu District Court. Expansion of the camera systems to the North Shore of O‘ahu would require the citations to be manually processed by the Wahiawa District Court staff. Manual processing by staff would be necessary because the computer system(s) currently used by law enforcement to electronically generate the citations are not integrated with the Judiciary’s computer system(s).

The photo red light detector system coupled with the automated speed enforcement systems may overwhelm the limited number of court staff at the existing Wahiawa District Court. The Judiciary would need ample time to work with the Department of Transportation on its expansion plans for both of its traffic enforcement camera systems and build up the court’s capacity to efficiently process the citations.

While the district court receives the citations from the third-party vendor electronically, court staff are needed to ensure that the data received is accurate and processed accordingly. The Judiciary’s Information Technology Systems Department (ITSD) is currently looking for technological solutions to manage the high capacity of these traffic enforcement systems to generate citations. Until such a solution can be implemented, the limited court staff at the Wahiawa District Court would be responsible for manual processing written statements, issuing default judgments and setting hearings for motorists who request a hearing or wish to proceed to trial.

The Judiciary requests that any expansion of the red light and/or speed camera system take into consideration the impact on the Judiciary and allow adequate time for the court to prepare both its technological solution and human resource capacity.

The Judiciary would request an effective date of January 1, 2027.

Thank you for the opportunity to testify on this measure.



Testimony of the Oahu Metropolitan Planning Organization

Committee on Finance

**02/21/25 12:00 PM
CR 308 & Videoconference**

**HB235 HD1
Relating to Traffic Safety**

Dear Chair Yamashita, Vice Chair Takenouchi, and Committee Members,

The Oahu Metropolitan Planning Organization (OahuMPO) **supports HB235 HD1** which requires the Department of Transportation to expand the use of photo red light imaging detector systems and automated speed enforcement systems to locations on the North Shore of Oahu.

This bill supports the goal of reducing traffic related deaths and serious injuries to zero by 2045. Traffic fatalities increased ten percent between 2023 and 2024 in Hawaii. In 2024, the State of Hawaii Department of Transportation conducted an annual behavioral study, and nearly one-quarter of respondents admitted to exceeding the speed limit by more than 20 miles per hour, and over half exceeded the speed limit by 10-20 miles per hour in the last six months. The OahuMPO supports the expansion of the red-light imaging detector and automated speed enforcement systems to additional locations to curtail poor driving behaviors including speeding and running red lights.

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.