



Testimony of

National Transportation Safety Board

Before the

Senate Committee on Judiciary
Hawaii State Legislature

– On –

SB 2429
Relating to Traffic Safety

–

Honolulu, HI • February 27, 2026

Chair Rhoads, Vice Chair Gabbard, and members of the committee. Thank you for the opportunity for the National Transportation Safety Board (NTSB) to submit testimony on Senate Bill 2429.

The NTSB is an independent federal agency charged by Congress with investigating aviation, marine, and rail accidents; commercial space launch and re-entry mishaps; highway crashes; and hazardous materials releases in pipelines and elsewhere in transportation. We determine the probable causes of these accidents and events and issue safety recommendations to prevent them from happening again. We also conduct safety research. The NTSB has no power to regulate or legislate, and we rely on the persuasive power of our comprehensive investigations and research to encourage the recipients of our recommendations to act to improve safety.

According to the National Highway Traffic Safety Administration (NHTSA), 11,775 people were killed in speed-related crashes in 2023, including an estimated 54 people in Hawaii, where speeding contributed to over 50 percent of all traffic fatalities that year.¹ Prioritizing accountability for speeding drivers and requiring ISA devices that prevent repeat speed offenders from continuing to speed would show that Hawaii values highway safety.

Speed-related fatalities are preventable and unacceptable, and the NTSB has long focused on speeding as a major highway safety issue. Speeding increases the chances of being in a crash as well as the severity of the crash when one does occur. Unfortunately, speed-related crashes are not a new issue nationwide; we investigated over 50 major crashes between 1967 and 2024 where we identified speed as a safety issue or causal or contributing factor. Some of the drivers involved in these crashes were going double or even triple the speed limit.

Excessive speed was a causal factor in our investigation of a multivehicle collision in January 2022 in North Las Vegas, Nevada, which resulted in nine fatalities.² The crash occurred when a driver ran a red light while traveling at 103 mph, nearly three times the legal speed limit of 35 mph. The vehicle impacted multiple other vehicles, including a minivan with seven occupants, all of whom died in the crash. The driver in this crash was impaired and had a history of high-risk driving behavior, including multiple recent speeding offenses.

Our investigation report for the North Las Vegas crash listed multiple findings related to ISA systems and deterrence of repeat speeding offenders, including the

¹ NHTSA. <https://crashstats.nhtsa.dot.gov/Api/Public/ViewPublication/813743>

² NTSB. *Multivehicle Crash at Signalized Intersection, North Las Vegas, Nevada, January 29, 2022*. Washington, DC: NTSB; 2023. Highway Investigation Report HIR-23-09.

following:

- Broad deployment of ISA systems would reduce the frequency of speeding and speed-related crashes, saving lives and preventing injuries.
- Because the driver in the North Las Vegas crash was a repeat speeding offender, he was more likely to cause a speed-related fatal crash.
- Repeat speeding is a nationwide problem, but evidence-based countermeasures targeting repeat speeding offenders and high-risk drivers are lacking.
- ISA systems have the potential to reduce speeding among repeat speeding offenders.

In response to these findings, we recommended that states, including Hawaii, implement programs to identify repeat speeding offenders and measurably reduce speeding recidivism. Requiring an ISA system for repeat speeding offenders is one option that, if implemented, could help satisfy this recommendation.

NHTSA has also added ISA to its *Countermeasures That Work* guide.³ ISA is not a new technology, and it has been implemented widely both in the United States and around the world. It is already an option offered by many US manufacturers for commercial and passenger vehicles.⁴ Additionally, ISA has been used in European countries for years and is now mandatory in all new vehicles sold in the European Union.⁵ We are encouraged by the initial results of New York City's pilot program with city-owned vehicles using an aftermarket active ISA system, and we are aware that other cities and local governments around the United States are beginning to embrace ISA in their fleets.⁶

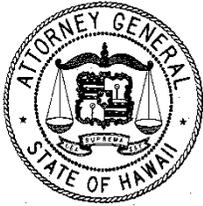
We believe that the only acceptable number of deaths on our roads is zero, and it has been our charge since our founding to issue recommendations to eliminate or mitigate transportation fatalities. Education and enforcement are important tools to prevent speeding. The Safe System approach requires that vehicle technologies need to be part of the solution as well. ISA is a proven countermeasure that, if widely deployed, especially among the most dangerous drivers, will save lives on Hawaii's roads, and we encourage you to implement this recommendation.

³ NHTSA. *Countermeasures That Work*. [Intelligent Speed Assistance](#). Washington, DC: NHTSA; 2023. Report No. DOT HS 813 490.

⁴ See initial responses to [Safety Recommendation H-23-20](#).

⁵ See Regulation (EU) 2019/2144 of the European Parliament and of the Council. EUR-Lex - 02019R2144-20220905 - EN - EUR-Lex (europa.eu).

⁶ US DOT Volpe Center: Yahoodik S, Epstein AK, Brodeur A, Drake J; NYC DCAS: Landsman T. [New York City Intelligent Speed Assistance Pilot Evaluation: Analysis and Findings](#). Cambridge, MA: Volpe Center; October 2024. DOT-VNTSC-NYC-24-02.



**WRITTEN TESTIMONY OF
THE DEPARTMENT OF THE ATTORNEY GENERAL
KA 'OIHANA O KA LOIO KUHINA
THIRTY-THIRD LEGISLATURE, 2026**

ON THE FOLLOWING MEASURE:

S.B. NO. 2429, S.D. 1, RELATING TO TRAFFIC SAFETY.

BEFORE THE:

SENATE COMMITTEE ON JUDICIARY

DATE: Friday, February 27, 2026

TIME: 10:30 a.m.

LOCATION: State Capitol, Room 016

TESTIFIER(S): **WRITTEN TESTIMONY ONLY.**

(For more information, contact Mark S. Tom,
Deputy Attorney General, at (808) 586-1160)

Chair Rhoads and Members of the Committee:

The Department of the Attorney General (Department) provides the following comments and suggested amendments.

The purposes of this bill are to: (1) allow courts to order the use of intelligent speed assistance technology for habitual speeders, (2) establish liability for a manufacturer, distributor, or retailer regarding the design, manufacture, installation, or repair of an aftermarket intelligent speed distance system, and (3) require a report to the Legislature on certain data and the effectiveness of intelligent speed assistance requirements.

The Department appreciates the intent to provide broader enforcement for speeding offenses. However, the Department recommends the following changes to ensure enforceability and consistency:

Habitual Speeder Designation (page 3, line 6-18)

In the new part added to chapter 286, Hawaii Revised Statutes (HRS), by section 2 of this bill, section 286-B authorizes a court to designate a person as a habitual speeder upon violation of part X of chapter 291C, HRS, and based on the listed criteria. However, speeding offenses enumerated in part X of chapter 291C are designated as traffic infractions. Most of these offenses are adjudicated outside of a courtroom by way of an online payment. These offenders will not have to appear in front of a judge and

therefore will never be susceptible to a "habitual speeder" designation under section 286-B (page 3, lines 6-18). Moreover, in the event that an individual does appear in court to contest one of these offenses, the qualifications for designating someone as a "habitual speeder", are subjective. This will lead to inconsistent rulings by different judges. Therefore, the Department suggests re-structuring this section to create objectivity and ensure consistency. This approach is similar to that taken for Habitual Property Crime (section 708-803, HRS) and Habitual Violent Crime (section 707-712.2, HRS).

Court Ordered Intelligent Speed Assistance (page 3, line 19 - page 4, line 14)

Upon designating a person as a habitual speeder pursuant to section 286-B, the court may order pursuant to section 286-C, as a condition of continued driving privileges, that any motor vehicle operated by the person be equipped with an approved intelligent speed assistance system. The Department is concerned with the lack of a built-in enforcement mechanism to ensure compliance with the speed assistance system court order. Traffic infractions under chapter 291C are not eligible for court-ordered probation supervision. Yet, this system would require continual monitoring during the pendency of its court-ordered use. If an individual were to remove the system prematurely or tamper with the system, there are no clear mechanisms in this bill to sanction or hold the individual accountable. Such mechanisms and sanctions should be clarified in the bill.

The Department also suggests amending the charge of excessive speeding in section 291C-105, HRS, to allow for probation, as that offense currently prohibits probation as a sentencing option. This amendment would allow the court to order the use of court-ordered intelligent speed assistance as a condition of probation, effectively allowing for court supervision of the individual. The offense of racing on highways, under section 291C-103, HRS, already allows for probation.

Financial Assistance and Equity (page 6, line 20 – page 7, line 5)

The Department suggests amending the financial assistance provisions to be akin to financial assistance permitted for other types of electronic monitoring systems.

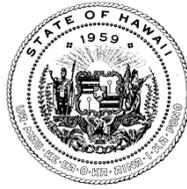
See section 291E-5, HRS, ignition interlock user affordability, and section 291E-6.5(d), HRS, continuous alcohol monitoring system.

Speed Safety Intervention (page 7, line 12-16)

The Department is concerned that the new section added to part X of chapter 291C by section 3 of the bill contains court processes or dispositions that do not currently exist in our jurisdiction. The new section uses the word "diversion" on page 7, line 15, to reference times in which a court may require use of intelligent speed assistance. Currently, Hawai'i does not employ any diversion programs for offenses under part X of chapter 291C. Therefore, if the Committee intends to keep this new section, the Department suggests removing "or diversion".

Thank you for this opportunity to provide comments on the bill.

JOSH GREEN, M.D.
GOVERNOR
KE KIA'ĀINA



STATE OF HAWAII | KA MOKU'ĀINA 'O HAWAI'I
DEPARTMENT OF TRANSPORTATION | KA 'OIHANA ALAKAU
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ROBIN K. SHISHIDO

Friday, February 27, 2026
10:30 AM
State Capitol, 016

**SB2429,SD1
RELATING TO TRAFFIC SAFETY**

Senate Committee on Judiciary

The Department of Transportation (DOT) strong support SB2429, SD1, relating to establishing a framework for intelligent speed assistance technology for habitual speeders.

This bill proposes to establish a framework for requiring habitual speeders to install intelligent speed assistance (ISA) technology in their vehicles. It defines key terms, outlines court-ordered ISA requirements, sets standards for approved systems, addresses privacy protections, and mandates a report on effectiveness to the legislature.

Analysis of Hawaii's Fatality Analysis Reporting System (FARS) data from 2019 to 2023 reveals that from 2019 to 2023, nearly half of all lives lost in Hawaii's fatal crashes—48 percent or 236 of 496—were linked to speeding drivers. Speed remains one of the most persistent and deadly factors on our roads. This constant issue underscores the urgent need for innovative approaches to address habitual speeding and enhance road safety.

Intelligent Speed Assistance technology represents a promising approach to directly intervene in cases of persistent speeding behavior. By requiring court-ordered installation for habitual offenders, this bill provides a targeted solution that can help modify dangerous driving habits and potentially prevent tragic accidents caused by excessive speed.

The DOT appreciates the bill's attention to privacy concerns and the mandate for effectiveness reporting. These elements will be crucial in ensuring the program's successful implementation and in gathering valuable data to inform future road safety initiatives.

We believe that SB2429,SD1 aligns with our ongoing efforts to enhance road safety and reduce speed-related fatalities and injuries. This technology-driven approach complements existing measures such as increased fines for speeding in school zones

and the installation of traffic calming structures in high-risk areas.

The DOT is committed to working closely with relevant stakeholders to ensure the effective implementation of this framework, should it be enacted. We view this as an important step forward in our mission to make Hawaii's roads safer for all users.

Thank you for the opportunity to testify in strong support of this bill.



DEREK S.K. KAWAKAMI, MAYOR
REIKO MATSUYAMA, MANAGING DIRECTOR

POLICE DEPARTMENT COUNTY OF KAUA'I



ELLIOTT K. KE, CHIEF OF POLICE
MARK T. OZAKI, DEPUTY CHIEF OF POLICE

February 25, 2026

The Honorable Senator Karl Rhoads, Chair
And Honorable Members of the Committee on Judiciary
Hawai'i State Capitol
415 South Beretania Street
Honolulu, HI 96813

RE: Testimony in Support of Senate Bill 2429 SD1, Relating to Traffic Safety

Honorable Chair Rhoads, Vice Chair Gabbard, and Members of the Committee:

On behalf of the Kaua'i Police Department, I am submitting testimony in **SUPPORT** of SB 2429 SD1, which authorizes courts to require drivers designated as habitual speeders to install and use intelligent speed assistance (ISA) technology as a condition of continued driving privileges.

Speeding—particularly repeat, excessive speeding—continues to contribute to serious injury and fatal crashes on our roadways. SB 2429 SD1 provides a focused and proactive response by allowing courts to require ISA technology for habitual speeders. This approach targets high-risk drivers rather than imposing broader penalties on the general public.

ISA technology has been recommended by national safety authorities, including the National Transportation Safety Board and the National Highway Traffic Safety Administration, because it provides real-time feedback or limits vehicle speed based on posted speed limits. By encouraging compliance and reducing recidivism among repeat offenders, ISA can serve as a meaningful behavioral intervention that enhances roadway safety.

For these reasons, the Kaua'i Police Department **supports SB 2429 SD1**. Thank you for the opportunity to testify.

Respectfully submitted,

Elliott K. Ke
Chief of Police
Kaua'i Police Department



Testimony of the Oahu Metropolitan Planning Organization

Senate Committee on Judiciary

02/27/26 10:30AM

CR 016 & Videoconference

SB2429 HD1

RELATING TO TRAFFIC SAFETY

Dear Chair Rhoads, Vice Chair Gabbard, and Committee Members,

The Oahu Metropolitan Planning Organization (OahuMPO) **supports SB2429 HD1** which establishes a framework for the use of intelligent speed assistance technology for habitual speeders, and establishes liability for a manufacturer, distributor, or retailer regarding the design, manufacture, installation, or repair of an aftermarket intelligent speed assistance system.

This bill supports our 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.

According to the National Highway Traffic Safety Administration, [Intelligent Speed Assistance](#) (ISA) technology significantly improves road safety by using GPS and camera data to identify speed limits, reducing speeding-related fatalities by an estimated 20% and, in some trials, reducing speeds over 11 mph by over 60%. Mandatory in new EU vehicles since July 2024, these systems, ranging from advisory alerts to active speed limiting, have proven to increase compliance.

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.

February 27, 2026

Sen. Karl Rhoads, Chair
Sen. Mike Gabbard, Vice-Chair
Members of the Senate Committee on Judiciary

Re: **SB 2429_SD1 Relating to Intelligent Speed Assistance Systems**

AAA Hawai'i supports Senate Bill 2429_SD1. This bill establishes a framework for courts to designate repeat speeders as "habitual speeders" and require installation of intelligent speed assistance (ISA). It also authorizes courts to require participation in speed safety programs, including ISA, as part of sentencing.

Active Intelligent Speed Assistance (ISA)

AAA policy supports the use of ISA technology to reduce speeding, a leading contributor to traffic deaths. In 2023, nearly 12,000 people nationwide — 28 percent of all crash fatalities — died in speed-related crashes. In Hawai'i, speed was a factor in 58 percent of traffic fatalities. Reducing excessive speeding is critical to saving lives.

ISA is a proven technology that reduces dangerous speeding while allowing lawful driving. Used globally for more than two decades, modern systems use GPS to recognize posted speed limits and prevent vehicles from exceeding preset speeds. Passive ISA, typically manufacturer-installed, alerts drivers when they exceed the speed limit. Active ISA, installed aftermarket, limits speed while allowing temporary override for safety. While AAA supports both approaches, we encourage states to adopt policies requiring active ISA for excessive and repeat speeders.

For repeat speeders, license suspension has been the traditional penalty; however, many suspended drivers continue to drive, often creating economic hardship without improving safety. ISA provides a more effective alternative by allowing lawful driving while preventing excessive speed and promoting compliance.

The District of Columbia authorized active ISA in 2024 for repeat speeding offenders who would otherwise face suspension, and Virginia, Georgia, and Washington have since enacted similar measures.

1130 N. Nimitz Highway, Suite A170, Honolulu, HI 96817

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Diversions

AAA recommends removing the reference to “diversion” in §291C – Speed Safety Intervention.

Current Hawai'i law authorizes deferral for certain criminal offenses, including misdemeanor excessive speeding, but does not authorize diversion for civil speeding infractions. SB 2429_SD1 does not clearly establish new diversion authority for non-criminal violations. As drafted, the provision may create ambiguity regarding dismissal of civil speeding citations.

Dismissal would prevent entry of a conviction on the official driver record under HRS §286-245. Driving records are relied upon by employers, insurers, and licensing entities for risk and compliance purposes. The bill should clarify its intent regarding diversion and record reporting.

AAA Hawai'i, serving nearly 180,000 members statewide and advancing traffic safety for more than 120 years, supports policies that reduce roadway fatalities. If enacted, SB 2429_SD1 would provide a meaningful tool to address dangerous speeding, and we stand ready to help educate motorists about ISA technology and its benefits through our traffic safety programs.

For these reasons, AAA Hawai'i respectfully urges your support and a YES vote on SB 2429_SD1.

Respectfully Submitted,

A handwritten signature in black ink, appearing to read "Marianne Kim". The signature is written in a cursive, flowing style.

Marianne Kim
Senior Public Policy Specialist

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February 26, 2026

Senator Karl Rhoads, Chair
Senator Mike Gabbard, Vice Chair
Committee on Judiciary
The Senate
33rd Legislature, State of Hawai'i

via: <http://www.capitol.hawaii.gov>

Dear Committee leadership and members,

Re: **SUPPORT FOR AND COMMENT ON SB2429, SD1 RELATING TO
TRAFFIC SAFETY**

DATE: Friday, February 27, 2026
TIME: 10:30 a.m.
PLACE: Conference Room 016 & Videoconference
State Capitol
415 South Beretania Street

This bill proposes to establish an intelligent speed assistance program and merely authorize, rather than require as better provided for in HB1959 HD1, installation of the technology in vehicle(s) operated by scofflaw (habitual) speeders. Notwithstanding, Senators Kanuha, Chang, Inouye, and Chairperson Rhoads are superheroes for introducing SB2429 this legislative session.

In support of this bill, I write to emphasize that “speed assistance technology” is not new, nor is need and demand for it.

Almost as soon as cars began taking over cities, people understood intuitively that slowing them down was the key to keeping pedestrians safe, and there was broad popular support for reducing speeds. *In 1923*, the public outcry against automotive scourge came to a head: *Some 42,000 people in Cincinnati signed petitions in favor of an ordinance requiring automobiles to be equipped with a mechanical governor that would limit cars to a top speed of twenty-five miles per hour.* Supporters of this campaign did not mince words. ‘Which Shall It Be?’ asked an ad

in The Cincinnati Post. ‘A Limit of 23 Miles Per Hour and SAFETY or No Limit and the Lurking Danger of DEATH!’ Sarah Goodyear and Doug Gordon, Life After Cars, Penguin Random House (2025), at 14 (*emphasis added*) (EMPHASIS IN ORIGINAL).

In the first panel of Action Comics number 12, published *in May 1939*, mild-mannered Clark Kent is outside the offices of the ‘Daily Star’, a precursor to the more famous ‘Daily Planet.’ A small crowd has gathered, and when Kent asks someone what has happened, he is shocked to learn that a friend of his has been hit and killed by a reckless driver.

Enraged, Kent calls the city’s mayor and asks why Metropolis has ‘one of the worst traffic situations in the country.’ . . . ‘It’s really too bad,’ the mayor says. ‘But—what can anyone do about it?’

Kent vows to do something about it himself. He changes into Superman’s iconic blue and red uniform and, in a single bound, takes to the skies, smashing through the window of a radio station and commandeering the live broadcast. ‘The auto accident death rate of this community is one that should shame us all,’ he tells listeners. ‘More people have been killed needlessly by autos than died during the world war!’ *Then in a panel that shows the superhero close-up for emphasis, Superman proclaims into the microphone, ‘From this moment on, I declare was on reckless drivers—henceforth, homicidal drivers answer to me!’*

The subsequent pages and panels flow by in a cinematic montage of vengeance against automotive carnage. . . . (In the story’s humorous coda, Clark Kent is about to get in his car to drive to city hall to cover an announcement about the mayor’s traffic safety initiative only to discover that, thanks to the city’s zero-tolerance policy for traffic violations, he’s received a parking ticket.)

Id. at 3-5 (*emphasis added*) (emphasis in original).

Please consider, too, that while installation of speed limiting governors is appropriate in all jurisdictions, in the state of Hawai`i, it is pono. “The law of the splintered paddle, mamalahoe kanawai, decreed by Kamehameha I—Let every elderly person, woman and child lie by the roadside in safety—shall be a unique and living symbol of the State’s concern for public safety.” Haw. const. art 9, §10.

Thank you for your consideration of my testimony. Aloha.

/s/ Georgette A. Yaindl
GEORGETTE ANNE YAINDL



SanHi

GOVERNMENT STRATEGIES

A LIMITED LIABILITY LAW PARTNERSHIP

DATE: February 26, 2026

TO: Senator Karl Rhoads
Chair, Committee on Judiciary

Senator Mike Gabbard
Vice Chair, Committee on Judiciary

FROM: Tiffany Yajima

RE: **S.B. 2429, SD1 – Relating to Traffic Safety**
Hearing Date: Friday, February 27, 2026 at 10:30 a.m.
Conference Room: 016

Dear Chair Rhoads, Vice Chair Gabbard, and Members of the Committee:

On behalf of the Alliance for Automotive Innovation (“Auto Innovators”) we submit this testimony in **support** of S.B. 2429, SD1, Relating to Traffic Safety.

The Alliance for Automotive Innovation represents the full auto industry, a sector supporting 10 million American jobs and five percent of the economy. From the manufacturers producing most vehicles sold in the U.S. to autonomous vehicle innovators to equipment suppliers, battery producers and semiconductor makers – the association is committed to a cleaner, safer and smarter personal transportation future.

S.B.2429, SD1 establishes a framework for the use of intelligent speed assistance technology for habitual speeders. The intent of this measure is to allow courts to designate certain drivers as habitual speeders and to allow courts to require Intelligent Speed Assistance (ISA) in the vehicles of those who repeatedly engage in dangerous speeding behavior. Speeding is one of the most persistent and preventable causes of serious crashes, injuries, and fatalities on our roads, and efforts like this help to reduce dangerous driving behavior.

Auto Innovators also supports the amendments made in the SD1 of this bill to establish clear expectations for automobile manufacturers. With these amendments Auto Innovators is in support of this bill.

Thank you for the opportunity to submit this testimony.



TESTIMONY IN STRONG SUPPORT OF SB 2429, SD1 RELATING TO TRAFFIC SAFETY

Date: February 27, 2026

To: Senate Committee on Judiciary (JDC) **Chair:** Senator Karl Rhoads

Aloha Chair Rhoads, Vice Chair Gabbard, and members,

On behalf of the **Keiki Injury Prevention Coalition**, we **strongly support SB 2429, SD1**.

Speeding contributes to roughly half of Hawai‘i’s 129 traffic fatalities in 2025 — our highest total since 2007. Too many involve keiki as passengers, pedestrians, or cyclists.

This bill creates a targeted, proven solution for habitual speeders only. Courts can require intelligent speed assistance (ISA) systems that warn or gently limit speed to posted limits. Pilots show up to 64% reduction in severe speeding and a potential 20%+ drop in fatalities.

KIPC urges passage of SB 2429, SD1 to protect Hawai‘i’s keiki and families.

Thank you for the opportunity to submit testimony.

Sincerely,

Lisa Dau, RN

Injury Prevention Coordinator
Keiki Injury Prevention Coalition



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Honolulu, HI 96816

PHONE
808-735-5756

EMAIL
bicycle@hbl.org

SENATE COMMITTEE ON JUDICIARY
Friday, February 27, 2026 - 10:30am

Hawai'i Bicycling League Supports SB 2429, SD1, relating to Traffic Safety

Aloha Chair Rhoads, Vice Chair Gabbard, and members of the Committee,

My name is Eduardo Hernandez and I am the Advocacy Director of 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.

HBL supports SB2429, SD1, which establishes a framework for the use of intelligent speed technology for habitual speeders and requires a report to the Legislature.

Given that 2025 was one of the deadliest years in decades on Hawai'i roads, it is imperative to take bold action to influence public behavior change and raise awareness for vulnerable road users and their rights to safely get where they need to go. This bill supports a shared goal of reducing traffic related deaths and serious injuries to zero by 2045.

HBL urges you to support this bill and help leverage the safety benefits it presents so that individuals and families can be better protected on shared roadways. Mahalo for your time and consideration.

S/Eduardo Hernandez

Eduardo Hernandez
Advocacy Director
Hawai'i Bicycling League

SB-2429-SD-1

Submitted on: 2/23/2026 7:31:41 PM

Testimony for JDC on 2/27/2026 10:30:00 AM

Submitted By	Organization	Testifier Position	Testify
Chad K Taniguchi	Individual	Support	Written Testimony Only

Comments:

Amendments by AutoInnovators and the Public Defender have made the bill better. Please support it!

Intelligent speed assistance is another technology (like IID ignition interlock devices) that will proactively prevent proven dangerous road users from speeding once they have proved incapable of controlling themselves and following the laws.

Active Intelligent Speed Assistance devices installed in the cars of "super speeders" who have broken speeding laws multiple times or perhaps once outrageously will prevent the car accelerator from exceeding the speed limit by more than a certain percent.

Virginia, Washington state, and Washington DC have already passed "stop super speeder" laws and more states are in the process.

The technology has been used in many private and public vehicle fleets for decades and has proven effective.

Excellent information is available at Families for Safe Streets website. Families for Safe Streets is a nonprofit organization of survivors whose family members have been killed in the roads. They want to prevent future tragedy.

Thank you Senators Inouye, Rhoads, Kanuha, and Chang for sponsoring this important legislation that will make our streets safer.

Please support SB2429.

SB-2429-SD-1

Submitted on: 2/23/2026 9:17:33 PM

Testimony for JDC on 2/27/2026 10:30:00 AM

Submitted By	Organization	Testifier Position	Testify
Michael A. Cobb Jr	Individual	Oppose	Written Testimony Only

Comments:

I oppose the installation of speed limiting technology on vehicles. Try passing another vehicle while this is active or changing lanes for that matter. We need to actually enforce the laws currently on the books.

SB-2429-SD-1

Submitted on: 2/24/2026 10:17:25 PM

Testimony for JDC on 2/27/2026 10:30:00 AM

Submitted By	Organization	Testifier Position	Testify
Johnnie-Mae L. Perry	Individual	Support	Written Testimony Only

Comments:

I, Johnnie-Mae L. Perry, Support

2429 SB RELATING TO TRAFFIC SAFETY.

SB-2429-SD-1

Submitted on: 2/25/2026 6:09:38 PM

Testimony for JDC on 2/27/2026 10:30:00 AM

Submitted By	Organization	Testifier Position	Testify
Daphne L. Manago	Individual	Support	Written Testimony Only

Comments:

I strongly support SB2429, which establishes a framework for the use of Intelligent Speed Assistance technology for habitual speeders.

ISA provides a smart, proactive way to increase accountability and prevent tragedies before they happen.

I appreciate your consideration in supporting this bill.