



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

Wednesday, April 8, 2026

10:15 AM

State Capitol, 211

HB1588, HD1
RELATING TO DEPARTMENT OF TRANSPORTATION

Senate Committees on Ways & Means and Judiciary

The Department of Transportation (DOT) supports HB1588, HD1, relating to the establishment of a noise detection camera program for noise control law enforcement.

This bill proposes to establish a Noise Detection Camera Program within the Department of Transportation to install noise detection traffic cameras in urban areas to address excessive traffic noise. It also mandates collaboration with the Department of Health and counties for enforcement and requires an annual report to the legislature.

The DOT supports this initiative as it aligns with our ongoing efforts to address noise pollution and enhance public safety on our roadways. Our department has been actively involved in piloting traffic noise detection camera technology, which has shown promise in providing evidence for law enforcement to take action against vehicles emitting excessive noise.

The proposed program will significantly enhance our ability to enforce noise control laws, particularly in high-density urban areas where excessive vehicle noise is a persistent issue. By utilizing advanced sound meters and cameras, we can objectively measure and document instances of noise violations, providing concrete evidence for enforcement actions.

Furthermore, this program will complement and strengthen existing efforts to combat noise pollution from vehicles with modified mufflers. It will provide an additional tool for law enforcement to conduct examinations and inspections of motor vehicle mufflers, particularly in high-density areas where noise pollution is most impactful.

The DOT believes that this initiative will not only improve the quality of life for residents in urban areas but also contribute to overall road safety by discouraging dangerous modifications to vehicle exhaust systems. The required collaboration with the Department of Health and counties will ensure a comprehensive and coordinated approach to noise control enforcement.

The annual reporting requirement will allow for ongoing assessment and improvement of the program, ensuring its effectiveness and accountability to the legislature and the public.

The DOT request an appropriation of \$3.50 million dollars to establish a permanent noise detection camera program. Funds will used to for staff labor and hiring a consultant to develop and implement the new program.

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

HB-1588-HD-1

Submitted on: 4/6/2026 7:53:11 PM

Testimony for WAM on 4/8/2026 10:15:00 AM

Submitted By	Organization	Testifier Position	Testify
Jillian Anderson	Testifying for Waikiki Neighborhood Board	Support	Written Testimony Only

Comments:

The Waikiki Neighborhood Board SUPPORTS HB1588, and on behalf of our community, urges its passage by the Senate Committee on Ways and Means and the Senate Committee on Judiciary.

Excessive vehicle noise is a pervasive and persistent issue in urban areas, especially Waikiki. For years community members have voiced their concerns at neighborhood board meetings, and while HPD has tried in earnest to address the problem, the conditions necessary for an on-view violation, AKA a violation directly witnessed by a police officer, are difficult.

The Noise Detection Camera Program to be established by HB1588 would provide another means by which to crackdown on these violations that are otherwise challenging to catch. From late night engine revving to early morning loud car radios, in a matter of blocks thousands can be disturbed or woken by just a single vehicle.

Mahalo for your strong consideration of HB1588 and the opportunity to support the positive contributions its passage would make to urban living.



April 8, 2026

The Honorable Donovan M. Dela Cruz, Chair
The Honorable Karl Rhoads, Chair
The Honorable Sharon Y. Moriwaki, Vice Chair
The Honorable Mike Gabbard, Vice Chair

Senate Committees on Ways and Means and Judiciary

Re: HB 1588 HD1 – RELATING TO THE DEPARTMENT OF TRANSPORTATION

Dear Chair Dela Cruz, Chair Rhoads, Vice Chair Moriwaki, Vice Chair Gabbard, and Members of the Committees on Ways and Means and Judiciary:

Hawaii Medical Service Association (HMSA) supports HB1588 HD1, which establishes the noise detection camera program in the Department of Transportation for the installation of noise detection cameras for the enforcement of noise control laws and appropriates funds.

HMSA views noise pollution as a public health policy issue due to its direct impact on physical and mental health, quality of life, and long-term community well-being. Chronic exposure to excessive noise pollution, especially for those living in densely populated areas, can contribute to stress-related conditions, sleep disruption, and other adverse health outcomes, ultimately leading to avoidable healthcare costs.

We appreciate the legislature's efforts to find innovative solutions to improve our residents' health. This measure is a pragmatic and community-centered approach to mitigating noise pollution. By improving compliance with noise standards, HB 1588 HD1 can improve public health, enhance quality of life, and give state and county agencies the tools they need to enforce standards fairly and consistently.

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

Sincerely,

Walden Au
Director of Government Relations

RE: Support of HB1588 Relating to the Department of Transportation

Aloha,

I worked in Paris, France for six years in the 1990s; and am very pleased to know that the French finally did something to combat noise.

Noise pollution is referred to as the 'NOT-SO-SILENT KILLER'. It is not only a quality-of-life issue, it is also a dangerous HEALTH issue.

Attached please find an informative report on how Paris is using technology to deal with excessive noise.

Please support this bill and establish the noise detection camera program in the Department of Transportation for the health and well-being of Hawaii's residents and visitors.

Sincerely,

Denise Boisvert
225 Kaiulani Ave
Honolulu, HI 96815



Motorcyclists in Paris are among the offenders targeted in the city's new campaign against noise pollution. *Photographer: Christophe Archambault/AFP via Getty Images*

CityLab | Environment

Europe's Noise Capital Tries to Turn Down the Volume

To combat the ill effects of urban noise pollution, Paris is deploying automated sensors and cracking down on the loudest vehicles.

By Peter Yeung

April 26, 2022 at 7:00 PM HST

By mid-morning, Rue d'Avron is a cacophony. The clank of metal rings out from scaffolding works; greengrocers yell and gesture as crates of deliveries arrive; and streams of chattering commuters pour out of the metro.

But the loudest racket comes from columns of fast-moving traffic lining both sides of the street, which runs from the infamous ring road surrounding Paris known as the *périphérique* and into the city center: **the two-note sirens of police cars, the diesel rumble of buses and, worst of all, the high-pitched wail of motor scooters that speed by every few seconds.**

“It’s hell over here,” says Dominique Léchenet, 55, a longtime resident. “There’s cars, motorbikes, a metro station, and a big road junction. I can’t stand the noise. It’s unbearable.”

The complaints of those living on Rue d'Avron – considered one of the noisiest roads in one of Europe’s loudest cities – haven’t fallen on deaf ears: In February, municipal authorities installed a device known as sound radar – the first ever in Paris – on a lamppost along the thoroughfare in the city’s eastern 20th arrondissement to detect the loudest vehicles. A second was added in the northwestern 17th arrondissement soon after.



A sound radar device in Paris combines microphones and cameras to detect noise offenders. *Photographer: Clement Dorval/Ville de Paris*

The so-called “medusa” devices, named for their resemblance to a jellyfish (or “méduse” in French), were developed by the nonprofit Bruitparif to identify drivers and motorcycle riders who are flouting the city’s noise regulations. Equipped with multidirectional cameras and a dangling battery of eight microphones, the sensors can hone in on sources of extreme noise and photograph the license plates of offenders. In 2023, the city will begin fining drivers 135 euros if their vehicles break set noise levels.

Motorcycles and scooters – often with their exhaust systems illegally modified to boost noise and power – are a particular problem in Paris, according to Franck-Olivier Torro, spokesperson for campaign group Ras Le Scoot (or “Enough with the Scooter”).

“The noise can be ear-splitting,” says Torro, citing research by Bruitparif that found that a single unmuffled scooter crossing Paris at night can wake as many as 10,000 people.

But the sound radars, which were also installed in six other sites across the country, including Nice and Toulouse, form part of a wider national campaign against excessive noise, which officials say is a major overlooked public health issue, not merely a nuisance. France’s mobility orientation law, which was passed in December 2019, defined noise as a form of “pollution” for the first time.

The wide spectrum of urban noise, and its decidedly unequal effects on city dwellers, attracted fresh attention with the onset of the Covid-19 pandemic and the shift toward working remotely it triggered. In Vancouver, for example, complaints about residential and construction noise more than doubled in the early weeks of the pandemic. But whether the culprits are shrieking leaf blowers, idling trucks or thumping car stereos, enforcement of excessive noise complaints tends to be spotty and ineffective. The advent of automated sensor technologies like Paris’ sound radar program could change that, offering hope that cities can develop new remedies for an age-old urban complaint.

[Read More: Automating the war on noise pollution](#)



The “périphérique” highway is a prime contributor to the Paris noise map. *Photo: Peter Yeung/Bloomberg CityLab*

Paris is something of a hotspot both for noise pollution and for municipal efforts to control it. European Environment Agency data shows the French capital is one of Europe’s noisiest cities, with more than 5.5 million in the Paris region exposed to **road traffic noise at 55 decibels or higher – which the World Health Organization defines as the threshold for cardiovascular disorders and high blood pressure** – compared with 2.6 million people in London and 1.7 million people in Rome.

On a national level, **the ill effects of noise pollution in France, which include the loss of productivity caused by disturbed sleep**, costs up to 147 billion euros each year, according to research by France’s National Noise Council (CNB) and the French Environment and Energy Management Agency (ADEME). Some 25 million French residents said that noise impacted their lives; 432,000 said they were taking tranquilizers to cope with it.

“Noise makes people ill,” says Dan Lert, deputy mayor for Paris. “It rots the life of Parisians. That’s why we decided to act.”

Lert currently heads the city’s Plan Bruit, or Noise Plan, which is aimed at mitigating the din. During its first Noise Plan, which ran from 2015 to 2020, Paris introduced a number of measures as part of its war on noise: installing sound barriers along half the length of the périphérique, increasing roadside noise checks, testing innovative low-noise asphalt and establishing rules that state new housing must have at least one façade “not exposed to noise.”

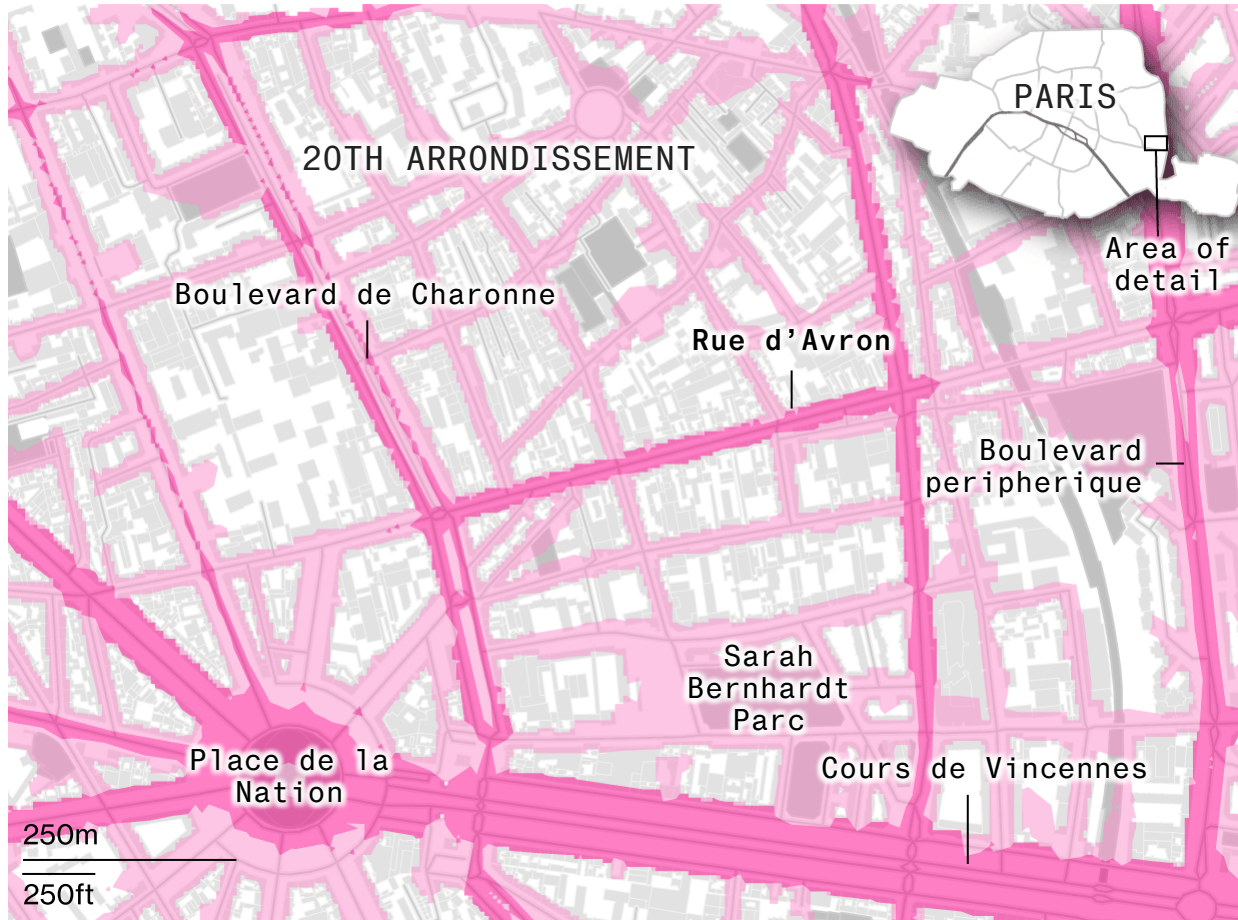
The effort to quiet Paris complements the wider campaign to make Paris greener, cleaner and less car-dependent, which include a series of vehicle restrictions in the city center, crackdowns on the most polluting vehicles, and an ambitious expansion of cycling networks. Those changes have cut the city’s average noise level by two decibels and reduced the number of people living in a noisy environment (using the European “Lden” measurement of a 24-hour average greater than 68 dB) from 231,000 in 2015 to 100,994 in 2021.

It Might Get Loud

A sound map of Paris’ 20th arrondissement shows traffic noise along major arteries

Average daily noise level (Lden)

- Over 53db (WHO threshold)
- Over 68db (European threshold)



Source: Bruitparif, Apur

Note: Noise map is for road traffic only

The second Noise Plan aims to turn down the volume by a further 37% between 2021 and 2026, targeting both “environmental noise” caused by transport and industry and **“neighborhood noise” related to social activities**. As well as the sound radars, the speed limit in most of the city has been cut from 50 kilometers per hour to 30 km/h. Additionally, charges for motorbike parking – currently free – will soon be introduced and restrictions will be tightened on building sites, deliveries and noisy neighbors. Even the city’s police have been asked to turn down their sirens at night.

But these noise-canceling efforts have also drawn some resistance – especially from motorcycle owners, who staged **raucous mass protest rides** through Paris in 2021 to protest new parking charges, speed limits and other measures.



Motorcyclists ride along the périphérique around Paris in April 2021 as they stage a protest against new parking regulations for motorcycles. *Photographer: Alain Jocard/AFP via Getty Images*

Authorities are responding to a growing body of research that shows noise pollution is a not-so-silent killer. Noise is the second biggest environmental factor causing health problems after only air pollution, according to a 2018 report by the WHO, and a UN report in February declared urban noise pollution one of the world’s “top emerging environmental threats.” A study in 2019 by the Paris

regional health agency and Bruitparif found noise was cutting the life expectancy of Parisians by 10.7 months.

“For a long time, noise was seen more as a quality of life issue, but not a health risk,” says Fanny Mietlicki, the director of Bruitparif. **“But the reality is that there are massive health consequences, and more and more research is proving this.”**

Recent findings are further amplifying concerns: A 15-year analysis in Switzerland published in January found **transport noise is a major contributor to cardiovascular deaths** and had “effects starting below current [WHO] guideline limits.” Beyond the more obvious threats, noise has the potential to impact the inner workings of gene networks and gut microbiota, according to a 2021 study. And researchers in Madrid even found that noise is “an important environmental variable ... to the incidence and severity of COVID-19.”

Their conclusions are unanimous: More needs to be done to fight noise. Under the European Union’s 2002 Environmental Noise Directive, cities with over 100,000 inhabitants must publish a noise map every five years.

“Do you move a school and a hospital away from the noise, or simply move the cars?”

But according to David Rojas-Rueda, a professor at Colorado State University, that data must be acted on. “Data is crucial,” says Rojas-Rueda, who is currently leading a year-long project to produce a noise map of Colorado. “If you don’t measure things, you don’t know what is happening. But once you have that, you have to use it.”

To combat noise, cities have opted for a range of reactionary or regulatory responses. New York City, for example, has limited the time of day when construction work can be done; Dutch cities are focusing on “acoustic insulation” of homes. But Rojas-Rueda believes that Paris’ holistic approach will be more successful over the long term.

“Do you move a school and a hospital away from the noise, or simply move the cars?” says Rojas-Rueda, who was involved in a study that found Barcelona’s Superblock model of pedestrian-first zones led to major reductions in air and noise pollution. “It makes sense to improve the all-round livability of cities.”

And in reducing noise pollution, he says, there’s another key benefit: Inequalities are reduced. Analysis of U.S. data has found noise exposure is greater in areas with higher proportions of nonwhite and low-income residents. The Paris Noise Plan acknowledges these “environmental, social and territorial health inequalities” linked to noise. “The poorest households suffer the worst,” says Lert.

The drab Rue d'Avron, a major artery in a lower-income neighborhood, very much fits that description: It is a world away from the glitz of the Champs-Élysées.

“All day long it’s too loud,” says Felix Westphal, 33, who lives in an apartment that overlooks the street. “Dumpster trucks. Delivery vans. And a horn rings out every time the gates of the compound across the road open – all through the night.”

Some distinctly Parisian noises, however, aren’t likely to be muffled anytime soon. Not far from Rue d'Avron stands the Place de la Nation, a historic square regularly used to begin or end political demonstrations in Paris. Regardless of the sound radar installed nearby, locals suggest that the cherished French tradition of full-throated protest will remain intact.

– *With assistance by Marie Patino*

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HB-1588-HD-1

Submitted on: 4/6/2026 1:04:10 PM

Testimony for WAM on 4/8/2026 10:15:00 AM

Submitted By	Organization	Testifier Position	Testify
Kim Jorgensen	Individual	Support	Written Testimony Only

Comments:

I STRONGLY SUPPORT this bill.

The noise detection camera program should be established and implemented as a collaboration between the Department of Transportation and the Department of Health, because the noise from all types of vehicles with loud and often modified mufflers is extremely detrimental to a person's health and well-being.

As a resident of Waikiki, I often have to pause my television or stop talking in my apartment when loud cars, trucks, motorcycles, and even motorscooters, rev their engines while roaring past my building, or while stopped at the traffic light below it.

The severely understaffed Honolulu Police Department would greatly benefit from the camera program's ability to detect noise violations happening every hour of every day - and night. And the general public's health and well-being will most definitely benefit from it.

Douglas Meller
2615 Aaliamanu Place
Honolulu, Hawaii 96813
douglasmeller@gmail.com

**Comments Submitted to the 4/8/26 WAM/JDC Hearing on
HB 1588, HD1 Relating to the Department of Transportation**

Before dramatically expanding AI-generated mailed traffic citations, I think the Legislature and Judiciary should reform what now automatically happens if the owner of a registered vehicle is sent but does not receive a mailed citation. The Legislature and Judiciary may also need to reform what happens to the registered owner of a vehicle who receives a mailed citation because of an illegally altered license plate on another vehicle.

Some scofflaws on Oahu are already printing and attaching “fake” registration and safety check stickers. And it would be easy for a scofflaw to print and attach an almost undetectable sticker to change just 1 letter or number on a license plate. In fact almost 20 years ago, when I worked for DOT Highways Division, a research report on traffic camera-enforcement mentioned that some teachers at some Virginia high school were mailed computer-generated speeding citations because students had (1) taken pictures of teachers’ license plates, (2) printed color paper copies, (3) pasted the copies over students’ license plates, and (4) driven student vehicles with pasted/fake license plates above the speed limit.

Here is some personal “backstory” which illustrates the potential risks of automated traffic enforcement without an adequate remedy for “mistakes”. My wife and I are retired and live near downtown. In May 2025 we received a letter from Traffic Court demanding that we pay a \$250 default judgment because we did not respond to 2/7/25 parking citation (1DTI-1-25-034787) which alleged expired vehicle safety check and expired vehicle registration. But our vehicle safety check and registration were not expired and we had never seen any parking citation. Although court rules required me to drive to Kaneohe to obtain a paper print of the citation, I somehow convinced downtown Traffic Court staff to let me take a cellphone picture of the citation on their computer screen. Based on my cell phone picture my wife and I learned that a paper citation had been placed on the windshield of a car we did not own in a part of Kailua we have never been.

My current understanding is that a traffic court clerk misread one letter of a license plate no. which a policeman had scrawled on the original paper citation. (It’s unlikely that the policeman wrote the wrong license plate no.) After the deadline passed for response to that citation, automated Traffic Court search of City MVSO data (using the misread license plate no.) incorrectly identified us as the registered owners of the car which received the citation. Although we never received notice that a citation had been issued, because we did not contest that citation, Traffic Court “robo-ruled” that we owed a \$250 default judgment and mailed us a letter demanding payment. Although we were innocent, there was NO opportunity for appeal. But this story gets more interesting. Unlike an AI-generated mailed traffic citation, the original 2/7/25 paper parking citation included the policeman's hand written observations on vehicle age, color, no. of doors, make, date safety check expired (April 2024), and date vehicle registration

expired (July 2025). None of this applied to our vehicle. Moreover, vehicle registration would have to be renewed in July 2024 in order to expire in July 2025. But I did not understand how the City MVSO would allow a vehicle with a safety check which expired April 2024 to renew its registration in July 2024. More worse, although the 2/7/25 citation explicitly indicated that vehicle registration expired July 2025, the citation inexplicably alleged and the Traffic Court default judgment inexplicably ruled that vehicle registration was expired when the citation was issued.

In the hope of obtaining safety check pictures of the vehicle which received the 2/7/25 parking citation, I contacted the City official in charge of vehicle safety checks. Based upon the license plate no. and vehicle description in the 2/7/25 citation, he informed me that the license plates had been issued to a different vehicle. (In plain English, the license plates had been moved from one vehicle to another which is not allowed in Hawaii.) He also informed me that neither safety check stickers nor registration stickers had been issued for that license plate no. in more than a decade. He confirmed my analysis that the City MVSO would not allow a vehicle to have both a safety check sticker which expired in April 2024 and a vehicle registration sticker which expired in July 2025. How can be? His theory was that the 2/7/25 parking citation had been issued to a vehicle with stolen/invalid license plates, a “fake” safety check sticker, and a “fake” vehicle registration sticker.

At Brian Black’s advice, my wife and I paid the \$250 default judgment, waited for hours in a freezing Kaneohe courtroom, and then tried to request a judge to set aside the default judgment and refund our \$250. After a morning of dealing with petty criminals that judge did not want to read anything we had submitted or listen to anything we had to say. But he set aside the default judgment to make us stop yelling at him. His parting words were: "I hope you have learned your lesson and will promptly renew your registration and safety check.”

HB-1588-HD-1

Submitted on: 4/6/2026 2:31:29 PM

Testimony for WAM on 4/8/2026 10:15:00 AM

Submitted By	Organization	Testifier Position	Testify
Cathy Goeggel	Individual	Support	Written Testimony Only

Comments:

Please, please do something to alleviate noise in our city. I live at the intersection of Pali Highway and Vineyard Blvd. Our property also borders H1 and Nu'uanu Ave. Noise is a constant, exacerbated on the weekends by cars and motorcycles revving at the verrrylong light, as well as sharing their particular taste in music ,loud and thrumming! There are also rubbish trucks, ambulances and helicopters, weed whackers.Mahalo.

HB-1588-HD-1

Submitted on: 4/6/2026 5:33:53 PM

Testimony for WAM on 4/8/2026 10:15:00 AM

Submitted By	Organization	Testifier Position	Testify
Michael Mischer	Individual	Support	Written Testimony Only

Comments:

It appears that the amount of modified mufflers and noisy motorcycles has been steadily increasing in Waikiki. In addition extremely loud car stereos, especially on the weekends, are adding to the cacophony of noises that citizens have to live with. Modified mufflers and other race like modification are okay for a race track or dedicated racing area. In a city environment these unnecessary noise pollutants have no place. Taking measures to find and fine operators of motor vehicles with noise enhancements is very much the way to go. I am in support of this measure.

HB-1588-HD-1

Submitted on: 4/6/2026 5:48:30 PM

Testimony for WAM on 4/8/2026 10:15:00 AM

Submitted By	Organization	Testifier Position	Testify
Audrey Daniels	Individual	Support	Written Testimony Only

Comments:

As a senior who resides in Waikiki, I have suffered through the noise of modified mufflers, loud motorcycles, music blasting from cars and more which actually sets off my Apple Watch with a "high decibel noise warning". Yes, please, we need noise detection cameras and enforcement to regulate loud noises. If other cities can do it. We can too!

HB-1588-HD-1

Submitted on: 4/6/2026 7:14:09 PM

Testimony for WAM on 4/8/2026 10:15:00 AM

Submitted By	Organization	Testifier Position	Testify
Bradley Patenaude	Individual	Support	Written Testimony Only

Comments:

I support HB1588 for noise detection cameras in Waikiki.

HB-1588-HD-1

Submitted on: 4/7/2026 9:04:01 PM

Testimony for WAM on 4/8/2026 10:15:00 AM

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

Comments:

I oppose this bill. We have enough cameras. Money should be spent on better storm drains.

TO: Members of the Committees on Ways and Means and Judiciary

FROM: Natalie Iwasa
808-395-3233

HEARING: 10:15 a.m. Wednesday, April 8, 2026

SUBJECT: HB1588, HD1, Noise Cameras – **OPPOSED**

Aloha Chairs Dela Cruz and Rhoads and Committee Members,

Thank you for allowing the opportunity to provide testimony on HB1588, HD1, which would establish a noise detection camera program for installation of noise detection traffic cameras by the state Department of Transportation. The bill also appropriates money to do so.

I oppose cameras for traffic enforcement.

Please vote “no” on HB1588, HD1.