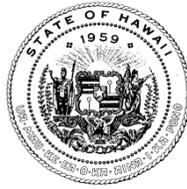


JOSH GREEN, M.D.
GOVERNOR
KE KIA'ĀINA



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

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

Thursday, February 19, 2026
9:00 a.m.
State Capitol, 430

HB1588
RELATING TO DEPARTMENT OF TRANSPORTATION

House Committee on Transportation

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

The DOT recognizes the significant impact of excessive traffic noise on public health and quality of life, particularly in densely populated urban areas. The proposed Noise Detection Camera Program aligns with our ongoing efforts to address noise pollution and enhance road safety. This initiative complements our existing Traffic Noise Detection Camera pilot program, which has shown promise in providing evidence for law enforcement to take action against vehicles emitting excessive noise.

The installation of noise detection cameras in urban areas will serve multiple purposes. Firstly, it will act as a deterrent to drivers who intentionally operate vehicles with noisy mufflers or exhaust systems. Secondly, it will provide objective data and evidence to support enforcement efforts, making it easier for law enforcement to identify and penalize offenders. Lastly, the program will contribute valuable data for ongoing research and policy development aimed at reducing noise pollution.

The collaborative approach outlined in the bill, involving the Department of Health and counties, ensures a comprehensive and coordinated effort to tackle this issue. This multi-agency cooperation will facilitate more effective enforcement and allow for a broader perspective on the impacts and solutions related to traffic noise.

The requirement for an annual report to the legislature is crucial for transparency and continuous improvement of the program. It will allow for regular assessment of the program's effectiveness, identification of areas for improvement, and informed decision-making regarding potential expansion or modifications to the program.

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



STATE OF HAWAII
DEPARTMENT OF HEALTH
KA 'OIHANA OLAKINO
P. O. BOX 3378
HONOLULU, HI 96801-3378
doh.testimony@doh.hawaii.gov

In reply, please refer to:
File:

**Testimony COMMENTING on HB1588
RELATING TO THE DEPARTMENT OF TRANSPORTATION**

REPRESENTATIVE DARIUS K. KILA, CHAIR
HOUSE COMMITTEE ON TRANSPORTATION

Hearing Date, Time and Room Number: 02/19/2026, 9:00 am, CR430

1 **Fiscal Implications:** This measure may impact the priorities identified in the Governor's
2 Executive Budget Request for the Department of Health's (Department) appropriations and
3 personnel priorities.

4 **Department Position:** The Department offers comments on this measure.

5 **Department Testimony:** The Environmental Health Services Division, Indoor and Radiological
6 Health Branch (IRHB) provides the following testimony on behalf of the Department.

7 This measure addresses the implementation and enforcement of the noise detection
8 camera program within the Department of Transportation ("DOT").

9 The Department respectfully comments on this measure which refers to Chapter 342F,
10 Hawaii Revised Statutes (HRS), for violation enforcement of the noise detection camera
11 program. Chapter 342F, HRS, defines "excessive noise" as the presence of sound as measured
12 by standard testing devices as established by the noise rules adopted by the Department of a
13 volume or in quantities and for durations which endangers human health, welfare or safety,
14 animal life, or property or which unreasonably interferes with the comfortable enjoyment of
15 life and property in the State or in such areas of the State as are affected thereby.

16 Chapter 11-46, Hawaii Administrative Rules, implements Chapter 342F, HRS, by defining
17 "excessive noise source" as any stationary noise source; and any equipment related to
18 agricultural, construction, and industrial activity which emits sound in excess of the maximum

1 permissible sound levels specified in section 11-46-4, as measured at any point at or beyond the
2 property line. As such, the Department regulates noise from construction, industrial,
3 agricultural activities, and stationary mechanical equipment, not vehicular sources.

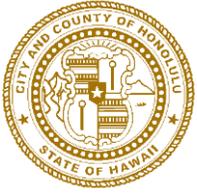
4 While the Department supports working with the Department of Transportation and law
5 enforcement agencies in developing an enforcement strategy, statutes authorizing the DOT to
6 control noise from vehicular sources may be more appropriate for the purposes of this bill. Title
7 17, HRS, Chapters 291-24, 291-24.4, and 291-24.5 prohibits the modification of exhaust systems
8 on motor vehicles as well as mopeds and motorcycles in a manner which will amplify or
9 increase the noise emitted by such vehicles and includes penalties for violation. The
10 Department believes these statutes may be more appropriate for the purposes of this bill and
11 recommends removal of references to Chapter 342F, HRS.

12

13 **Offered Amendments:** None

14 Thank you for the opportunity to testify on this measure.

15



HONOLULU CITY COUNCIL

KE KANIHELA O KE KALANA O HONOLULU

530 S. KING ST. STE. 202, HONOLULU, HI 96813

RADIANT CORDERO
HONOLULU CITY COUNCIL
DISTRICT VII
(WAIMALU KAI TO KAPĀLAMA KAI)
TELEPHONE: (808) 768-5007
FAX: (808) 768-1208
EMAIL: rcordero@honolulu.gov

February 19, 2026, 9:00 a.m.
Conference Room 430/Videoconference
Hawai'i State Capitol

TO: CHAIR DARIUS K. KILA, HOUSE COMMITTEE ON TRANSPORTATION
VICE CHAIR TYSON K. MIYAKE, HOUSE COMMITTEE ON TRANSPORTATION
MEMBERS OF THE HOUSE COMMITTEE ON TRANSPORTATION

FROM: HONOLULU CITY COUNCILMEMBER RADIANT CORDERO
HONOLULU CITY COUNCIL, DISTRICT VII
CHAIR, COMMITTEE ON INFRASTRUCTURE, TRANSPORTATION & TECHNOLOGY

SUBJECT: TESTIMONY IN SUPPORT OF House Bill 1588 Relating to the Department of Transportation

Aloha Honorable Chair Kila, Vice Chair Miyake, and Members of the Committee on Transportation:

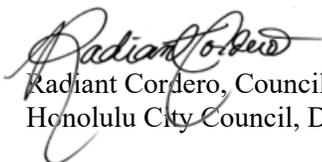
I respectfully submit this testimony in **support** of House Bill 1588 and wish to offer additional comments.

As I have the honor of representing a Honolulu City Council district in the Primary Urban Center, spanning from Waimalu Kai to Kapālama Kai, I am acutely aware of the concerns neighbors have about disruptive noise from traffic, particularly from modified or illegal vehicles. This issue significantly impacts quality of life, and neighbors across my district have expressed strong support for this initiative. A Noise Detection Camera Program is a practical and efficient solution to identify and enforce violations, helping to reduce this persistent problem.

The proposed collaboration between the Departments of Transportation (DOT) and Health (DOH) is a positive step. However, I recommend further legislative action to strengthen DOH's noise enforcement capacity to ensure the program's effective implementation. Should enforcement be delegated to city agencies, i.e., Division of Motor Vehicles, I urge the Committee to ensure that the state provides sufficient support to administer the program, as our city government is already operating under significant resource constraints, and without additional resources, this program would further strain our capacity.

Lastly, I appreciate the inclusion of an annual report to track the program's effectiveness for transparency, accountability, and for further expansion and improvements. I encourage the inclusion of careful consideration of long-term impacts on local resources should the bill pass and program move forward.

Mahalo for this opportunity to testify in **support** of House Bill 1588.


Radiant Cordero, Councilmember
Honolulu City Council, District VII

HB-1588

Submitted on: 2/13/2026 2:45:59 PM

Testimony for TRN on 2/19/2026 9:00:00 AM

Submitted By	Organization	Testifier Position	Testify
Rob Robinson	Springboard Hospitality	Support	Written Testimony Only

Comments:

Springboard Hospitality is a hotel management company that operates 6 hotels in Waikiki's core. We also have our main office at the Waikiki Business Plaza. Our organization strongly supports HB1588. For too long, this type of unnecessary noise has caused disruption in our every day lives and creates continual complaints from our hotel guests who are in Hawaii to enjoy a peaceful vacation. We understand the necessary noise that is created by emergency vehicles, trash pickups, and early morning deliveries, so any steps that we can take to eliminate unnecessary noise should be taken. Thank you.

Rob Robinson

President

HB-1588

Submitted on: 2/17/2026 12:06:56 PM

Testimony for TRN on 2/19/2026 9:00:00 AM

Submitted By	Organization	Testifier Position	Testify
Jay Henderson	Citizens Against Noise	Support	Written Testimony Only

Comments:

Our organization, Citizens Against Noise, is a coalition of individuals who live in Honolulu and adjacent areas of the City and County. We seek a balance between the quiet of a tropical island and the noise necessary to run a city. We support a necessary level of noise of 80 decibels and we believe anything more than that is noise that needs regulating.

We were delighted when our esteemed legislature passed a bill not long ago, instituting penalties for vehicles making too much noise. But capturing evidence sufficient to meet court requirements for issuing penalties is difficult. Noise detection cameras are the best way to do so. We wholeheartedly support HB 1588 because it would ask the Department of Transportation to install cameras to aid in enforcement of existing noise laws.

Thank you for voting to support HB 1588.



February 19, 2026

The Honorable Darius K. Kila, Chair
The Honorable Tyson K. Miyake, Vice Chair

House Committee on Health

Re: HB 1588 – RELATING TO THE DEPARTMENT OF TRANSPORTATION

Dear Chair Kila, Vice Chair Miyake, and Members of the Committee:

Hawaii Medical Service Association (HMSA) supports HB1588, 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.

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, 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 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 on this measure.

Sincerely,

Walden Au
Director of Government Relations

HB-1588

Submitted on: 2/13/2026 9:23:47 PM

Testimony for TRN on 2/19/2026 9:00:00 AM

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

Comments:

I, Johnnie-Mae L. Perry, Support

1588 HB RELATING TO THE DEPARTMENT OF TRANSPORTATION

February 14, 2026

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, France, 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.”

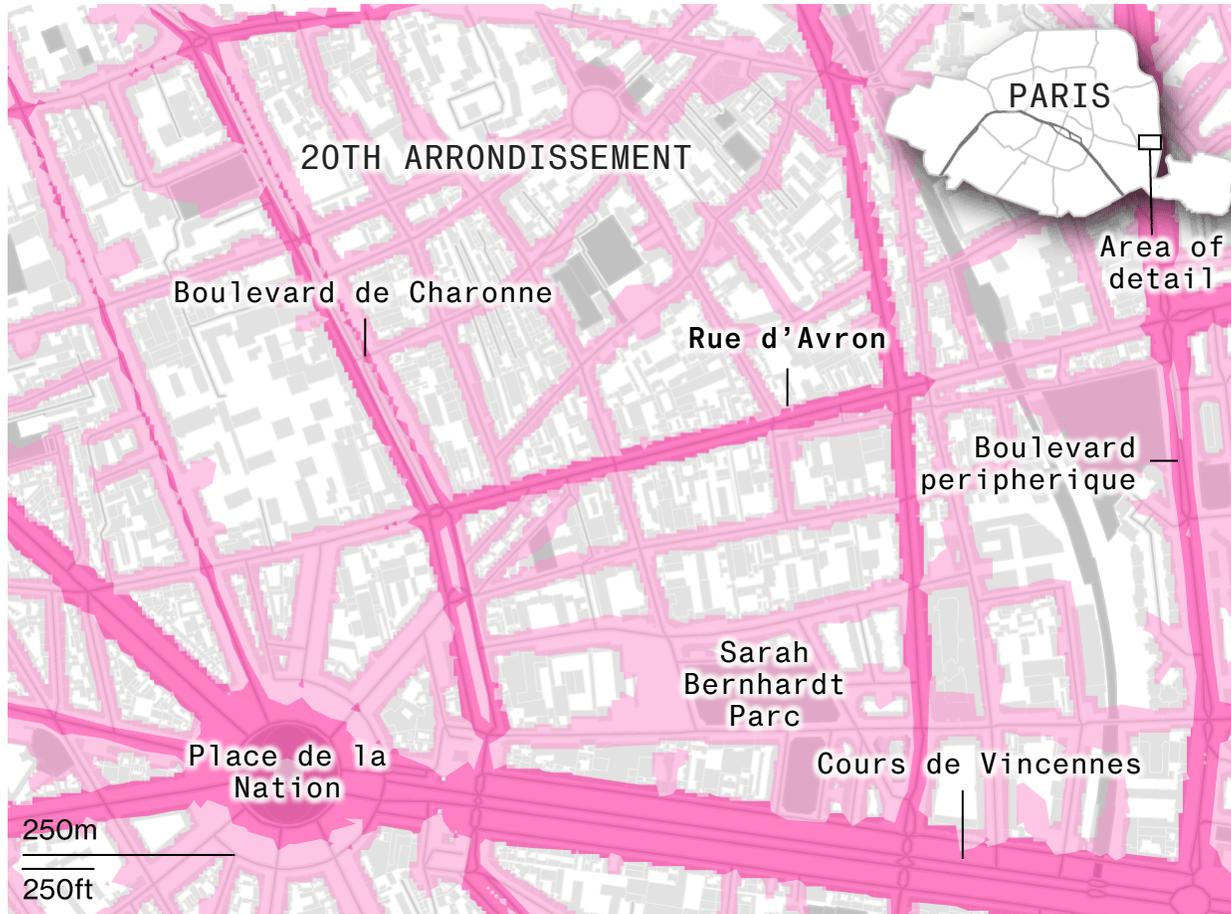
The effort to quiet Paris complements the wider campaign to make Paris greener, cleaner and less car-dependent, which include a series of vehicle restrictions in the city center, crackdowns on the most polluting vehicles, and an ambitious expansion of cycling networks. Those changes have cut the city’s 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

Submitted on: 2/14/2026 11:46:46 AM

Testimony for TRN on 2/19/2026 9:00:00 AM

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

Comments:

The noise detection camera program should be established and implemented by the Department of Transportation.

For the health and well-being of the general public, please pass this bill so the program may be developed as soon as possible. As a resident of Waikiki, I know that HPD cannot keep up with all the noise violations happening every hour of every day - and night!

HB-1588

Submitted on: 2/14/2026 1:34:47 PM

Testimony for TRN on 2/19/2026 9:00:00 AM

Submitted By	Organization	Testifier Position	Testify
Paul Hogan	Individual	Support	Written Testimony Only

Comments:

Good afternoon,

First time I'm ever submitting testimony. Born and raised here. Please pass this bill. With the shortage of police officers. We NEED electronic help for this problem. Repeat offenders should have a talk with a judge and let the judiciary ponder if the vehicle should be impounded. Enough is enough. Please get this through. If not addressed. It only gets worse. Thanks

Paul Hogan

HB-1588

Submitted on: 2/14/2026 2:35:22 PM

Testimony for TRN on 2/19/2026 9:00:00 AM

Submitted By	Organization	Testifier Position	Testify
Laurence Test	Individual	Support	Written Testimony Only

Comments:

I live on Ala Moana Blvd. and am constantly bothered by noisy motorcycles/bikes at all times of day. I strongly support any means of reducing this problem.

HB-1588

Submitted on: 2/14/2026 9:53:22 PM

Testimony for TRN on 2/19/2026 9:00:00 AM

Submitted By	Organization	Testifier Position	Testify
B.A. McClintock	Individual	Support	Written Testimony Only

Comments:

Please support this important bill. Mahalo.

HB-1588

Submitted on: 2/16/2026 11:34:30 AM

Testimony for TRN on 2/19/2026 9:00:00 AM

Submitted By	Organization	Testifier Position	Testify
Louis Erteschik	Individual	Support	Written Testimony Only

Comments:

Although I am the Vice Chair of the Waikiki Neighborhood Board I write in my individual capacity in support of this bill. Noise has been a perennial problem in Waikiki and our Board receives constant complaints. We very much appreciate Rep. Tam's efforts in this regard and I hope you will support this bill.

HB-1588

Submitted on: 2/17/2026 11:46:21 AM

Testimony for TRN on 2/19/2026 9:00:00 AM

Submitted By	Organization	Testifier Position	Testify
Thomas Miller	Individual	Support	Written Testimony Only

Comments:

Aloha,

I am a resident, and investor of vacation rentals, located at the Waikiki Grand Hotel. The location is directly across from the Honolulu Zoo. The amount of noise that we experience here, at many times, is almost deafening. The noise problem has gotten worse since the pandemic. There are many noise contributors here, and any way the legislature and the C&C can lower the noise impacts would be helpful to us. We deserve some measure of improved peace here.

One of the biggest noise generators are motorcycles and cars with mufflers (or lack of them) meant to create massive noise pollution. The operators will "wind out" their engine RPM's at all hours of the day/night. Sometimes they will "goose" their engine throttles for brief spurts of extreme noise. Often, they will "race a circuit" around the zoo itself: Kalakaua to Paki to Kapahulu-again and again. Some motorcycle groups will establish a "wall of noise" as they roar through the area too.

Frankly, beyond the assault of our rights to peace, the well being of the zoo's animals is a great risk. Also, I would remind the polity of the State and C&C that "noise" and "quality of life" from urban noise is a benchmark in our zoo's accreditation. With the zoo at an all time high of visitor appreciation, and community support, I sure hope the polity recognizes the special noise situation we face here in the lower Kapahulu Avenue corridor.

An electronic noise detection and fines strategy would be most helpful to this area of Waikiki. Lately, HPD has become more helpful in monitoring the situation at the zoo parking lot. However, they are constantly managing a "simmering pot" of human conduct in the Waikiki neighborhoods. So, they are stretched thin in their ability to police this area. Let's help HPD, and all citizens, by installing a completely objective electronic noise detection system to address the illegal conduct of these motorists.

Mahalo!

HB-1588

Submitted on: 2/17/2026 1:36:43 PM

Testimony for TRN on 2/19/2026 9:00:00 AM

Submitted By	Organization	Testifier Position	Testify
Barb Keating	Individual	Support	Written Testimony Only

Comments:

I highly support the noise protection camera program especially on all streets surrounding the Honolulu Zoo. It is critical for the animals and for all residents, guests, tourists and owners in the area.

HB-1588

Submitted on: 2/17/2026 7:34:28 PM

Testimony for TRN on 2/19/2026 9:00:00 AM

Submitted By	Organization	Testifier Position	Testify
Ben Robinson	Individual	Support	Written Testimony Only

Comments:

Aloha!

I have strongly supported noise suppression initiatives - if individuals would exercise self-restraint and respect for their neighbors, enforcement would not be necessary. Since people have not exercised self-restraint and we don't have enough human enforcement, other measures have become essential.

This has led to complaints about the "administrative state" – oh well.

Individuals in cars with excessive loud music, motorcycles, modified mufflers, etc - simply may not know how to express themselves in a more moderate way or are simply trying to irritate others.

Connecting these points, personal responsibility could reduce the need for enforcement and detection methods, otherwise I am in support of this bill.

Mahalo!

Ben Robinson

HB-1588

Submitted on: 2/18/2026 8:44:44 AM

Testimony for TRN on 2/19/2026 9:00:00 AM

Submitted By	Organization	Testifier Position	Testify
Paul Wrege	Individual	Support	Written Testimony Only

Comments:

I am in support every attempt to reduce excessive noise. My location is in the midst of vehicles that produce excessive noise from lack of muffler or disconnected muffler, blasting radio speakers, motorcycles revving their engines at the stoplight or other noise. I have an watch that notifies me when noises may cause hearing loss. It notifies me frequently!

Paul Wrege