

**ADDRESS**

3442 Wai'ālae Ave., Suite 1  
Honolulu, HI 96816

**PHONE**

808-735-5756

**EMAIL**

bicycle@hbl.org

HOUSE COMMITTEE ON FINANCE  
Friday, February 21, 2025 – 12:00pm

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

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

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

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

**Red Light Cameras**

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

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

**Safe Routes to School**

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

majority of these projects located near schools, it's critical that the legislature enhance the SRTS program, to improve safety for everyone who walks, bikes or rolls near a school.

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

Mahalo for the opportunity to testify on this important measure.

Ride Aloha,

**S/Eduardo Hernandez**  
Advocacy Director