



ADVOCATES  
FOR HIGHWAY  
& AUTO SAFETY

March 20, 2026

The Honorable Lorraine R. Inouye, Chair, Senate Committee on Transportation  
The Honorable Glenn Wakai, Chair, Senate Committee on Energy and Intergovernmental Affairs  
The Honorable Donna Mercado Kim, Chair, Senate Committee on Education  
Hawaii State Legislature  
415 South Beretania Street  
Honolulu, Hawaii 96813

Dear Chair Inouye, Chair Wakai and Chair Kim:

Advocates for Highway and Auto Safety (Advocates), an alliance of consumer, safety, medical, public health and law enforcement groups and insurance companies working together to pass highway and auto safety laws that prevent crashes, save lives, reduce injuries, and contain costs, supports Section 3 of House Bill (HB) 2033, to expand the ability to use automated speed enforcement (ASE) at all high-risk locations of a state or county roadway as determined by the Hawaii Department of Transportation. We also support Section 7 of HB 2033, to authorize installation of cameras on school bus stop arms. We urge you to take swift action to enact these safety upgrades.

In 2024, there were an overall estimated 102<sup>1</sup> fatalities on Hawaii roads according to the National Highway Traffic Safety Administration (NHTSA) which is a 10 percent increase since 2015.<sup>2</sup> Additionally, 58 percent (54 people killed) of Hawaii traffic deaths in 2023 involved speeding which is the highest proportion of any state and double the national average of 29 percent.<sup>3</sup> Moreover, traffic fatalities involving speeding increased 50 percent in the state from 2014 to 2023.<sup>4</sup>

In addition to the physical and emotional impact, these crashes impose a tremendous financial burden. Traffic crashes cause \$580 million of economic damage to Hawaii annually which is equivalent to a “crash tax” of \$410 per resident, according to a 2019 analysis.<sup>5</sup> When updated for inflation alone, in 2026, costs would equate to \$749 million to the state.<sup>6</sup>

Small increases in speed cause serious declines in safety. Crash tests show that speed upticks of even five to ten miles-per-hour (mph) greatly escalate a driver’s risk of injury or death.<sup>7</sup> Speed increases also immensely impact pedestrians and other vulnerable road users (VRUs). The average risk of death for a pedestrian is 10 percent at an impact speed of 23 mph, 25 percent at 32 mph, and 50 percent at 42 mph.<sup>8</sup> VRUs are particularly at risk in Hawaii as 32 percent of those killed in traffic crashes in 2023 were a pedestrian, bicyclist or other cyclist compared to the national average of 21 percent.<sup>9</sup> Further, drivers who speed have been shown to exhibit additional deadly driving behaviors; more than half (51 percent) of speeding passenger vehicle drivers in fatal crashes were unbuckled, compared to 23 percent of non-speeding drivers.<sup>10</sup>

Speed safety cameras are verified to deter speeding and its impact and are recommended for adoption by the National Transportation Safety Board (NTSB) and the Federal Highway Administration (FHWA), among others.<sup>11</sup> A study by the Insurance Institute for Highway Safety (IIHS) found that speed safety cameras alone resulted in a 19 percent reduction in the likelihood that a crash caused a fatal or incapacitating injury.<sup>12</sup> Similarly, the U.S. Department of Transportation (DOT) found that automated speed enforcement reduces fatalities and injuries by 20-37 percent and is particularly effective in school and construction zones.<sup>13</sup> A study by Carnegie Mellon University of speed safety cameras in Philadelphia, PA found a 90 percent reduction in speeding and an approximately 50 percent decrease in crashes and injuries relative to the most similar arterials, all arterials and local roads in Philadelphia.<sup>14</sup> Furthermore, the Infrastructure Investment and Jobs Act (Pub. L. 117-58) permits use of certain federal funds for automated enforcement programs in school and work zones.

Law enforcement risk their lives when performing their duties every day. Yet, it is implausible for law enforcement officers to be everywhere and catch every violation. ASE augments traditional enforcement without requiring a traffic stop and will improve safety.

Additionally, drivers illegally passing a stopped school bus is a known hazard. Nationally, an estimated 39 million illegal school bus passings occur each year, putting children in danger during the most vulnerable part of their trip—the moments they are boarding or exiting the bus.<sup>15</sup> The NTSB has identified school bus stop arm cameras as an effective strategy to reduce violations and enhance student safety.<sup>16</sup>

Advocates urges you to support Sections 3 and 7 of HB 2033 to save lives.

Sincerely,



Catherine Chase, President

cc: Senate Committee on Transportation members, Senate Committee on Energy and Intergovernmental Affairs members and Senate Committee on Education members

- <sup>1</sup> Traffic Safety Facts: Crash Stats, Early Estimate of Motor Vehicle Traffic Fatalities in 2024, NHTSA, April 2025, DOT HS 813 710, available at <https://crashstats.nhtsa.dot.gov/Api/Public/ViewPublication/813710>.
- <sup>2</sup> State Traffic Safety Information for Hawaii, NHTSA, available at <https://cdan.dot.gov/STSI/stsi.htm>.
- <sup>3</sup> State Traffic Safety Information for Hawaii, NHTSA, available at <https://cdan.dot.gov/STSI/stsi.htm>; Traffic Safety Facts 2023 Data: Speeding, NHTSA, Jun. 2025, DOT HS 813 721, available at <https://crashstats.nhtsa.dot.gov/Api/Public/ViewPublication/813721>.
- <sup>4</sup> State Traffic Safety Information for Hawaii, NHTSA, available at <https://cdan.dot.gov/STSI/stsi.htm>.
- <sup>5</sup> The Economic and Societal Impact of Motor Vehicle Crashes, 2019, NHTSA, Feb. 2023, DOT HS 813 403, available at <https://crashstats.nhtsa.dot.gov/Api/Public/ViewPublication/813403>.
- <sup>6</sup> CPI Inflation Calculator, BLS, January 2019 to January 2026 dollars, available [here](#).
- <sup>7</sup> Impact of Speeds on Drivers and Vehicles – Results from Crash Tests, AAA Foundation for Safety, Humanetics, and IIHS, Jan. 2021, available at <https://www.iihs.org/api/datastore/document/bibliography/2218>.
- <sup>8</sup> Impact Speed and a Pedestrian's Risk of Severe Injury or Death, AAA Foundation for Traffic Safety, Sep. 2011., available at <https://aaaafoundation.org/wp-content/uploads/2018/02/2011PedestrianRiskVsSpeedReport.pdf>.
- <sup>9</sup> State Traffic Safety Information for Hawaii, NHTSA, available at <https://cdan.dot.gov/STSI/stsi.htm>; Traffic Safety Facts 2023 Data: Summary of Motor Vehicle Traffic Crashes, NHTSA, Oct. 2025, DOT HS 813 762, available at <https://crashstats.nhtsa.dot.gov/Api/Public/ViewPublication/813762>.
- <sup>10</sup> Traffic Safety Facts 2021 Data: Speeding, NHTSA, Jul. 2023, DOT HS 813 473, available at <https://crashstats.nhtsa.dot.gov/Api/Public/ViewPublication/813473>.
- <sup>11</sup> Reducing Speeding-Related Crashes Involving Passenger Vehicles, NTSB, July 2017, SS-17-01, available at <https://www.nts.gov/safety/safety-studies/Documents/SS1701.pdf>.
- <sup>12</sup> Effects of Automated Speed Enforcement in Montgomery County Maryland on Vehicle Speeds, Public Opinion and Crashes, IIHS; available at <https://www.iihs.org/topics/bibliography/ref/2097>.
- <sup>13</sup> Speed Safety Camera Program Planning and Operations Guide, Federal Highway Administration, January 2023, available at [Speed Safety Camera Program Planning and Operations Guide](#).
- <sup>14</sup> Evaluating the Effectiveness of Urban Speed Cameras on Traffic Safety in a Period of Dramatic Change, Carnegie Mellon University, July 2024, available at [https://ppms.cit.cmu.edu/media/project\\_files/Guerra\\_Erick\\_420.pdf](https://ppms.cit.cmu.edu/media/project_files/Guerra_Erick_420.pdf).
- <sup>15</sup> National Association of State Directors of Pupil Transportation Services, 2024, National School Bus Illegal Passing Survey. NASDPTS. Available at <https://www.nasdpts.org/stop-arm-violations>.
- <sup>16</sup> National Transportation Safety Board Safety Recommendation H-20-012, available at <https://data.nts.gov/carol-main-public/sr-details/H-20-012>.