TESTIMONY BY KALBERT K. YOUNG
DIRECTOR, DEPARTMENT OF BUDGET AND FINANCE
STATE OF HAWAII
TO THE HOUSE COMMITTEE ON FINANCE
ON
HOUSE BILL NO. 2790, H.D. 1

February 24, 2012

RELATING TO HIGHWAY SAFETY

House Bill No. 2790, H.D. 1, establishes a photo red light imaging detector system program to be administered by the counties. Proceeds from fines, resulting from traffic signal violations captured by the imaging detectors, are to be deposited into a special account in the State general fund to be expended in the county in which the fine was imposed and used for the establishment, operation, management, and maintenance of the program.

While the Department of Budget and Finance does not take any position on establishment of a photo red light imaging detector system, as a matter of general policy, the department does not support the creation of any special account within the general fund of the State for specific purposes. This is an inconsistent application and use of the general fund. The department strongly believes that general fund program requirements should be reviewed on a statewide basis and allocated to programs based on statewide priorities within available resources. Conventional application of the general fund would entail, any and all, expenditures via direct appropriations authorized by the Legislature, where each appropriation is weighed against the affordability of statewide requirements of the general fund.

OFFICE OF INFORMATION PRACTICES

STATE OF HAWAII
NO. 1 CAPITOL DISTRICT BUILDING
250 SOUTH HOTEL STREET, SUITE 107
HONOLULU, HAWAII 96813
TELEPHONE: 808-586-1400 FAX: 808-586-1412
EMAIL: oip@hawaii.gov

To: House Committee on Finance

From: Cheryl Kakazu Park, Director

Date: February 24, 2012, 11:00 a.m.
State Capitol, Room 308

Re: Testimony on H.B. No. 2790, H.D. 1
Relating to Highway Safety

Thank you for the opportunity to submit testimony on H.B. No. 2790, H.D. 1.

OIP takes no position on the substance of this bill, but is testifying to request that this Committee clarify a provision (on bill page 12, beginning at line 19) protecting "personal and confidential" information shared by a government agency with an agent of a county. The provision as written does not provide any standard to determine what sort of information is "personal and confidential." OIP would suggest amending the provision to add a reference to the existing standards for what constitutes personal and confidential information in the Uniform Information Practices Act, chapter 92F, Hawaii Revised Statutes. This could be done by amending lines 19-21 to read: "All [~~personal and confidential information~~] information that would fall under an exception to public disclosure under chapter 92F made available by any government agency . . . ."

Thank you for considering OIP's testimony.

AMERICAN CIVIL LIBERTIES UNION of HAWAI'I

Committee:	Committee on Finance
Hearing Date/Time:	Friday, February 24, 2012, 11:00 a.m.
Place:	Room 308
Re:	*Testimony of the ACLU of Hawaii in Opposition to H.B. 2790, HD1, Relating to Highway Safety*

Dear Chair Oshiro and Members of the Committee on Finance:

The American Civil Liberties Union of Hawaii ("ACLU of Hawaii") writes in opposition to H.B. 2790, HD1, which seeks to establish traffic-light camera systems that present major threats to due process and privacy rights.

Presently, when someone receives a traffic violation, the officer who provides the ticket makes the motorist immediately aware of the violation. With red light or speed cameras, however, it may be days or weeks before a person is given notification of a citation. The longer time duration makes it more difficult to recall details and adversely affects the driver's ability to challenge the ticket. How many of us would have difficulty remembering information about driving through intersections just yesterday? In addition, the system is based on the imperfect assumption that the driver of the car and the person to whom the car is registered are one and the same, as tickets are issued based on car registration information. In many instances, of course, this assumption is not true, but the owner of the car will nonetheless be forced to pay. At a minimum, the burden of proof falls on him or her to prove he or she was not driving at the time, turning the basic presumption of "innocent until proven guilty" on its head.

The systems can also fail to identify a license plate correctly. For instance, Richard Gregory was falsely accused of running a red light by the City of Dallas. He received a ticket in the mail with photos of a black Acura 32T running a red light nine days before, and according to the ticket, the license plate of the car in the photo matched that of Mr. Gregory. However, Richard Gregory says he has never owned an Acura, doesn't currently have a black car, and was home at home in League City (hundreds of miles away from Dallas) at 7:15 a.m. the morning when the violation occurred. The officer who signed off on the photo-enforced ticket mistook an "N" for an "M" on the license plate and said that Mr. Gregory would have to come to Dallas to prove it wasn't his car.

The ACLU's privacy concern is simple. While the invasion of privacy occasioned by these systems may seem minor, any implementation of a system that leads to widespread installation

American Civil Liberties Union of Hawai'i
P.O. Box 3410
Honolulu, Hawai'i 96801
T: 808.522-5900
F: 808.522-5909
E: office@acluhawaii.org
www.acluhawaii.org

of cameras throughout the state cannot be ignored or minimized. As surveillance cameras of any kind become more ubiquitous, a further desensitization of privacy rights is inevitable.

Also, camera systems are likely to be abused through mission creep — that the data collected by these cameras will be used for purposes other than tracking reckless drivers. Government and private-industry surveillance techniques created for one purpose are rarely restricted to that purpose, and every expansion of a data bank and every new use for the data opens the door to more and more privacy abuses.

Similar systems have already been used to invade privacy. For example, cameras installed at the Texas-Oklahoma border were used to capture the license plate numbers of thousands of law abiding persons who were subjected to inquiries about why they were crossing the border.

There are serious questions about whether red light cameras live up to the claims of improved safety. Nationwide studies show red light camera installation causes an 8–81% increase in rear-end collisions and generally fail to prevent more dangerous t-bone collisions, which are caused by drivers so inattentive that a red-light camera presents no deterrent.

The American Automobile Association (or AAA), perhaps the most respected advocate for traffic safety in the country, has widely criticized the use of red light cameras. They called Washington D.C.'s camera program "a shakedown" and said that "it is clear that money and not law enforcement" or safety is the main motivation behind the program. This seems to be true based on a 2005 study by the Washington Post that found despite 500,000 violations and $32 million in revenue under the 6-year program, crashes at locations with cameras more than doubled, injuries and fatalities climbed 81 percent, and side impact crashes rose 30 percent. AAA has offered a low cost solution to the problem — lengthen the time for yellow lights. One study concluded that simply increasing yellow light times could reduce side impact accidents by up to 90 percent.

Given the dangers of red light cameras and the serious civil liberties concerns of all traffic camera systems, we urge this committee to vote down these proposals. Thank you.

American Civil Liberties Union of Hawai'i
P.O. Box 3410
Honolulu, Hawai'i 96801
T: 808-522-5900
F: 808-522-5909
E: office@acluhawaii.org
www.acluhawaii.org

The mission of the ACLU of Hawaii is to protect the fundamental freedoms enshrined in the U.S. and State Constitutions. The ACLU of Hawaii fulfills this through legislative, litigation, and public education programs statewide. The ACLU of Hawaii is a non-partisan and private non-profit organization that provides its services at no cost to the public and does not accept government funds. The ACLU of Hawaii has been serving Hawaii for over 40 years.

Thank you for this opportunity to testify.

Sincerely,

Laurie A. Temple
Staff Attorney
ACLU of Hawaii

American Civil Liberties Union of Hawai'i
P.O. Box 3410
Honolulu, Hawai'i 96801
T: 808-522-5900
F: 808-522-5909
E: office@acluhawaii.org
www.acluhawaii.org

3442 Waialae Ave., Suite 1, Honolulu, HI 96816 Office 808.735.5756 Fax 808.735.7989 www.hbl.org

Testimony in Support of HB 2790 RELATING TO HIGHWAY SAFETY
House Finance Committee 11a.m. Rm 308 2/24/12
Submitted by Chad Taniguchi, Executive Director, Hawaii Bicycling League

Protect all road users from those who run red lights and endanger others!

The Hawaii Bicycling League, along with other bicycling and walking organizations statewide, supports HB 2790 to allow red light photo camera enforcement of drivers who run red lights by **entering** the intersection after their light turns red. HB 2790 provides for fair, efficient, impartial enforcement of red light violators (who are also likely speeding while running the red light), while freeing our police for other important tasks that can best be done by skilled officers.

The Hawaii Bicycling League asks all road users to heed Kamehameha's Law of the Splintered Paddle (decreed 1797) because "Everyone has the right to be safe on Hawaii's roads." Now 215 years later we have large, fast machines capable of killing instantly if the operators do not stop and give otherw with green lights the right of way. We need to use technology to help control a minority of drivers who run red lights and endanger others.

We extend our deepest condolences to the families of Officers Garret Davis and Eric Fontes, and to Chief Kealoha and members of the Honolulu Police Department, who daily risk their lives to protect our safety. It is a tragedy when anyone is killed or seriously injured on our public roads because these crashes can be avoided by obeying the traffic laws and speed limits.

Under current enforcement systems we are allowing more than 100 people to be killed on our roads each year. The number could be greatly reduced with red light photo speed camera systems. This bill allows fixed red light cameras where red light running is a problem, and provides notice and warning to road users. The State Highway Safety Council noted that in the last 4 years 7 people have been killed directly by red light runners. Red light cameras can reduce and prevent such injuries.

If you don't run red lights your photo will not be taken. Red and green lights regulate when road users cross intersections by taking turns. Red light runners somehow think they don't want to wait their turn because their time is more important than a life they may take. Let's use red light cameras to prevent red light runners from killing 1-2 of us each year by simply ticketing them, to remind them with an economic consequence that just as we don't tolerate killing other humans by guns, nor do we tolerate killing human beings by cars and trucks on the highways.

We can make it safe for everyone on Hawaii's roads. *Ride Aloha! Drive Aloha!*
Here is some information on how red light cameras have worked in the US by a 53-year old nonprofit organization funded by 80 motor vehicle insurance companies.

INSURANCE INSTITUTE FOR HIGHWAY SAFETY | HIGHWAY LOSS DATA INSTITUTE http://www.iihs.org/research/qanda/rlr.html
HIGHWAY SAFETY RESEARCH & COMMUNICATIONS

Q&A: Red light cameras

September 2011

Video: automated traffic law enforcement

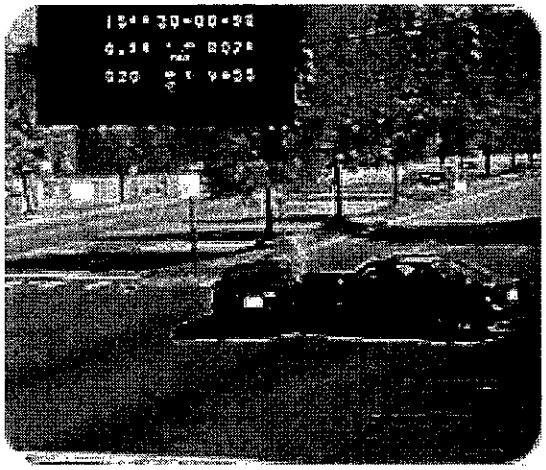
Hide all answers

1 Why do we need red light cameras?

Red light runners cause hundreds of deaths and tens of thousands of injuries each year. In 2009, 676 people were killed and an estimated 130,000 were injured in crashes that involved red light running. About half of the deaths in red light running crashes are pedestrians, bicyclists, and occupants in other vehicles who are hit by the red light runners.

An Institute study of urban crashes found that those involving drivers who ran red lights, stop signs and other traffic controls were the most common type of crash (22 percent). Injuries occurred in 39 percent of the crashes in which motorists ran traffic controls.[1]

Red light running crash



Enforcement is the key to getting people to comply with a law, but communities don't have the resources to allow police to patrol intersections as often as would be needed to ticket all motorists who run red lights. Studies have shown that the presence of cameras reduces red light running.

2 How is red light running defined?

If a vehicle enters an intersection any time after the signal light has turned red, the driver has committed a violation. Motorists inadvertently in an intersection when the signal changes (waiting to turn left, for example) are not red light runners. In locations where a right turn on red is permitted, drivers who fail to come to a complete stop before turning may be considered red light runners. However, communities differ as to whether they issue tickets for it when it is caught on camera.

3 How often do drivers run red lights?

A study conducted during several months at 5 busy intersections in Fairfax, Virginia, prior to the use of red light cameras found that, on average, a motorist ran a red light every 20 minutes at each intersection.[2] During peak travel times, red light running was more frequent. Analysis of red light violation data from 19 intersections without red light cameras in 4 states found that 1,775 violations occurred over 554 hours, for a violation rate of 3.2 per hour per intersection.[3]

In a 2010 telephone survey by the AAA Foundation for Traffic Safety, 93 percent of drivers said it's unacceptable to go through a red light if it's possible to stop safely, but one-third reported doing so in the past 30 days.[4] In a 2011 Institute survey in 14 large cities (population greater than 200,000) with long-standing red light camera programs, 82 percent of drivers believed running red lights is a serious threat to their personal safety, and almost all (93 percent) believed running red lights is unacceptable. Still, 7 percent of drivers said that they had driven through a light after it had turned red at least once in the past month.[5]

4 What kinds of drivers are most likely to run red lights?

A 1996 Institute study of red light runners at one Arlington, Virginia, intersection found that, as a group, they were younger, were less likely to use safety belts, and had poorer driving records than drivers who stopped for red lights. Red light runners were more than three times as likely to have multiple speeding convictions on their driver records. No gender differences were found between violators and drivers who did not run red lights.[6]

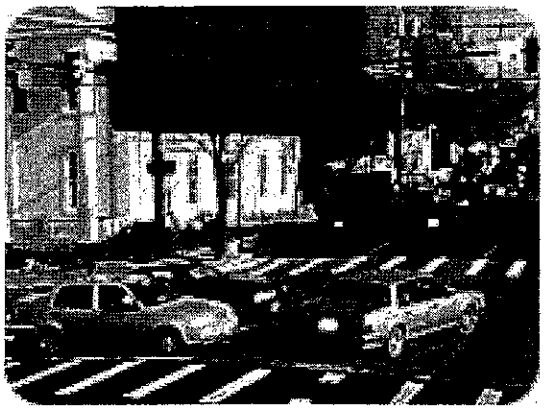
An Institute analysis of 2009 fatal red light running crashes compared the red light runners with the drivers involved in these crashes who did not run the red. The red light runners were more likely to be under 30 and male and to have prior crashes, alcohol-impaired driving convictions, and citations for speeding and other moving violations. The red light runners also were more likely to be speeding or alcohol-impaired at the time of the crash, and less likely to have a valid driver's license.

5 How do red light cameras work?

Red light cameras automatically photograph vehicles whose drivers run red lights. The cameras are connected to the traffic signal and to sensors that monitor traffic flow just before the crosswalk or stop line. The system continuously monitors the traffic signal, and the camera captures any vehicle that doesn't stop during the red phase. Many red light camera programs provide motorists with grace periods of up to half a second after the light switches to red.

Depending on the particular technology, a series of photographs and/or a video clip shows the red light violator prior to entering the intersection on a red signal, as well as the vehicle's progression through the intersection. Cameras record the date, time of day, time elapsed since the beginning of the red signal, vehicle speed, and license plate. Tickets typically are mailed to owners of violating vehicles, based on a review of photographic evidence.

Red light camera violation photo



6 Isn't conventional police enforcement sufficient?

Police can't be everywhere at once, and red light cameras allow officers to focus on other enforcement needs. Moreover, enforcing traffic laws in dense urban areas by traditional means poses special difficulties for police, who in most cases must follow a violating vehicle through a red light to stop it. This can endanger motorists and pedestrians as well as officers. Traffic stops in urban areas also can exacerbate traffic congestion.

7 What safety benefits do red light cameras provide?

A 2011 Institute study comparing large cities with red light cameras to those without found the devices reduced the fatal red light running crash rate by 24 percent and the rate of all types of fatal crashes at signalized intersections by 17 percent.[7]

Previous research has shown that cameras substantially reduce red light violations and crashes. Studies by the Institute and others have found reductions in violation rates or violations ranging from 40 to 96 percent after the introduction of cameras.[2,8,9] Institute studies in Fairfax, Virginia, and Oxnard, California, found that in addition to the decrease in red light running at camera-equipped sites, the effect carried over to signalized intersections not equipped with red light cameras, indicating community-wide changes in driver behavior.

In Oxnard, significant citywide crash reductions followed the introduction of red light cameras, and injury crashes at intersections with traffic signals were reduced by 29 percent.[10] Front-into-side collisions – the crash type most closely associated with red light running – at these intersections declined by 32 percent overall, and front-into-side crashes involving injuries fell 68 percent.

An Institute review of international red light camera studies concluded that cameras lower red light violations by 40-50 percent and reduce injury crashes by 25-30 percent.[11]

8 Don't red light cameras encourage drivers to stop short, increasing the risk of a rear-end collision?

Some studies have reported that while red light cameras reduce front-into-side collisions and overall injury crashes, they can increase rear-end crashes. However, such crashes tend to be much less severe than front-into-side crashes, so the net effect is positive.

A study sponsored by the Federal Highway Administration evaluated red light camera programs in 7 cities.[12] The study found that, overall, right-angle crashes decreased by 25 percent while rear-end collisions increased by 15 percent. Results showed a positive aggregate economic benefit of more than $18.5 million in the 7 communities. The authors concluded that the economic costs from the increase in rear-end crashes were more than offset by the economic benefits from the decrease in right-angle crashes targeted by red light cameras.

Not all studies have reported increases in rear-end crashes. The Cochrane Collaboration, an international public health organization, reviewed 10 controlled before-after studies of red light camera effectiveness.[13] Based on the most rigorous studies, there was an estimated 13-29 percent reduction in all types of injury crashes and a 24 percent reduction in right-angle injury crashes. The review did not find a statistically significant change in rear-end injury crashes.

9 Isn't longer yellow signal timing more effective than using red light cameras to reduce red light running?

Providing adequate yellow time and a brief phase when all signals are red is important and can reduce crashes, but those things alone don't eliminate the need for or potential benefits of red light cameras. Studies have shown that increasing yellow timing to values associated with guidelines published by the Institute of Transportation Engineers[14] can significantly decrease the frequency of red light violations.[15,16,17] In addition, a 2002 Institute study found that injury crashes at urban intersections fell 12 percent after the yellow and all-red traffic signal timing was modified according to ITE guidelines.[18]

An Institute study conducted in Philadelphia, Pennsylvania, evaluated effects on red light running of first lengthening yellow signal timing by about a second and then introducing red light cameras.[9] While the longer yellow reduced red light violations by 36 percent, adding camera enforcement further cut red light running by another 96 percent.

10 Can anything else be done to reduce the number of red light running crashes?

Signalized intersections can be replaced altogether by roundabouts, which have dramatically fewer injury crashes. However, it's not feasible to replace every traffic light with a roundabout, and not every intersection is appropriate for a roundabout. Better enforcement of traffic signals using cameras is a solution that can quickly be implemented on a large scale.

More information on roundabouts

11 Does someone review the photographs before motorists are ticketed?

Yes. It is standard practice for trained police officers or other officials to review every picture to verify vehicle information and ensure the vehicle is in violation. A ticket is issued only if there is clear evidence the vehicle ran a red light.

12 Do red light cameras violate motorists' privacy?

No. Driving is a regulated activity on public roads. By obtaining a license, a motorist agrees to abide by certain rules, such as to obey traffic signals. Neither the law nor common sense suggests drivers should not be observed on the road or have their violations documented. Red light camera systems can be designed to photograph only a vehicle's rear license plate, not vehicle occupants, although in some places the law requires a photograph of the driver.

More information on legal issues

13 Are special laws needed to allow localities to use red light cameras to cite violators?

Before cameras may be used, state or local laws must authorize enforcement agencies to cite red light violators by mail. The legislation makes the vehicle owner responsible for the ticket. In most cases, this involves establishing a presumption that the registered owner is the vehicle driver at the time of the offense and providing a mechanism for vehicle owners to inform authorities if someone else was driving.

Another option is to treat violations captured by red light cameras as the equivalent of parking tickets. If, as in New York, red light camera violations are treated like parking citations, the law can make registered vehicle owners responsible without regard to who was driving at the time of the offense.

Red light cameras currently are authorized in about half of US states.

14 Isn't the main purpose of red light cameras to make money?

No. The objective of photo enforcement is to deter violators, not to catch them. Signs and publicity campaigns typically warn drivers that photo enforcement is in use. Revenue is generated from fines paid by drivers who continue to run red lights, but this is a fundamental component of all traffic enforcement programs. Ideally, ticket revenue should decline over time as the cameras succeed in deterring would-be red light runners. Independent audits of red light camera enforcement have shown that in some jurisdictions fines exceeded program costs, while in others, the programs didn't break even.[19,20]

15 Does the American public support the use of red light cameras?

Like other government policies and programs, camera enforcement requires acceptance and support among the public as well as elected leaders. Some opponents of automated enforcement raise the "big brother" issue to stir up disapproval, and voters in a few cities have rejected cameras.

Still, acceptance of cameras always has been strong. A 2011 Institute survey in 14 big cities with longstanding red light camera programs found that two-thirds of drivers support their use.[21] A 2002 nationwide survey sponsored by the National Highway Traffic Safety Administration found that 75 percent of drivers support red light cameras.[22]

16 Which US cities use red light cameras?

Cities using red light cameras include Albuquerque, Atlanta, Baltimore, Chicago, Denver, Los Angeles, New Orleans, New York City, Philadelphia, Phoenix, San Diego, San Francisco, Seattle, and Washington, DC, plus many smaller communities.

US cities with red light cameras

References

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Mothers Against Drunk Driving HAWAII
745 Fort Street, Suite 303
Honolulu, HI 96813
Phone (808) 532-6232
Fax (808) 532-6004
www.maddhawaii.com

February 24, 2012

To: Representative Marcus R Oshiro, Chair, House Committee on Finance; Representative Marilyn B. Lee, Vice Chair; and members of the Committee

From: Arkie Koehl/Carol McNamee, Co-Chairs – Public Policy Committee, MADD-Hawaii

Re: House Bill 2790, H.D.1 – Relating to Highway Safety

I am Carol McNamee, speaking in support of House Bill 2790, HD1 on behalf of the membership of MADD-Hawaii.

Being vitally interested in highway safety, the members of MADD-Hawaii endorse measures to to protect our citizens by making enforcement of traffic laws more effective. Sometimes, as with cameras to detect red light running, such measures are not directly related to MADD's positions on impaired driving. Nevertheless, a disproportionate number of traffic light violators are likely to be impaired, making support for their citation a logical expression of MADD's goal to prevent drunk driving and save lives.

A recent study which appeared in the newsletter of the Institute for Highway Safety found that camera enforcement in 14 large cities during the years 2004 to 2008, reduced the rate of fatal red light running crashes by 24 percent. That adds up to 74 fewer fatal red light running crashes or, given the average number of fatalities per red light running crash, approximately 83 lives saved.

The study also stated that, "*Red light running killed 676 people and injured an estimated 113,000 in 2009. Nearly two-thirds of the deaths were people other than the red light running drivers — occupants of other vehicles, passengers in the red light runners' vehicles, bicyclists, or pedestrians.*
Without cameras, enforcement at intersections is difficult and often dangerous. In order to stop a red light runner, officers usually have to follow the vehicle through the red light, endangering themselves, as well as other motorists and pedestrians.

Moreover, the manpower required to police intersections on a regular basis would make it prohibitively expensive. In contrast, camera programs can pay for themselves by requiring people who break the law to shoulder the cost of enforcing it."

Since the date of the last hearing, I have learned that last week a person I know was very seriously injured by a vehicle running a red light on Oahu. This crash victim, Qiong (Joyce), is a young female student from China who attends college in Honolulu as a result of being a recipient of a scholarship provided by an organization to which I belong.

Joyce 's husband was driving their car and Joyce plus her two year old child were passengers in their vehicle. The red-light runner hit the passenger side of the vehicle resulting in Joyce being the occupant who was most seriously injured. She has been hospitalized with 5 or more broken ribs, a broken shoulder blade, and a punctured lung and is experiencing a great deal of pain. This young family has been deeply affected by the irresponsible act of a driver disregarding a red light. I am sure that this is just one story among many that occur each year in our state.

MADD Hawaii encourages the Finance Committee to pass this measure in order to decrease Hawaii's serious, dangerous, and costly incidence of running red lights.

Thank you for the opportunity to testify.

FINTestimony

From: mailinglist@capitol.hawaii.gov
Sent: Thursday, February 23, 2012 12:48 AM
To: FINTestimony
Cc: mymunekata@gmail.com
Subject: Testimony for HB2790 on 2/24/2012 11:00:00 AM

Testimony for FIN 2/24/2012 11:00:00 AM HB2790

Conference room: 308
Testifier position: Support
Testifier will be present: No
Submitted by: Myra Munekata
Organization: Individual
E-mail: mymunekata@gmail.com
Submitted on: 2/23/2012

Comments:

Those who run red lights endanger other road users who are following the law and proceeding when they have the green light.

Red light runners should be caught and deterred by the best camera technologies available so that our streets can stay as safe as possible.

Everyone needs to follow the rules so we can all be safe.

Please pass this bill and make our streets safer

COMMITTEE ON FINANCE

Honorable Marcus R. Oshiro, Chair
Honorable Marilyn B. Lee, Vice Chair

Re: House Bill No. 2790, H.D. 1 -- Relating to Highway Safety

Friday, February 24, 2012
Hawaii State Capitol, Conference Room 308
11:00 a.m.

HONORABLE MARCUS R. OSHIRO, CHAIR, HONORABLE MARILYN B. LEE, VICE CHAIR, AND MEMBERS OF THE COMMITTEE:

My name is Milton Imada. I am a registered voter with a background in fleet maintenance and safety who also maintains a commercial driver's license. I am testifying in behalf of private and professional drivers who believe as I do.

We ask you not to spend our hard earned tax dollars on any form of traffic cameras that citizens rejected in 2002 especially during a time of failing economy and high unemployment.

This proposed photo red light camera system is grossly flawed, biased, discriminatory and contradicts the "safety" purpose of this Bill.

ENTRAPMENT:

Commercial drivers will be this Bill's most common victims because the inadequate timing of yellow lights fails to allow enough time for all lengths of commercial vehicles and buses entering the intersections on the yellow lights to pass the photo sensors and safely exit the intersections under all conditions of traffic. The size, weight, load and length of commercial vehicles and busses require much more space in front to come to a safe stop without which they are committed to engage the intersection and become a photo victim. Buses stopping abruptly may cause passenger injuries.

Currently there isn't a problem because a vehicle entering an intersection on the yellow light is allowed to exit without being cited in spite of the vehicle's rear end still over the entry side of the intersection. This will all change with the passage of House Bill No. 2790, H.D. 1. Supporters of this Bill will be

knowingly and deliberately trapping these exceptional individuals, forcing them to receive undeserving red light citations and increasing insurance premiums that will threaten their livelihoods.

DISCRIMINATION AND SAFETY CONTRADICTION:

The intersection stoplight photo imaging system this Bill imposes is bias and unjustly discriminates against car, bus and truck drivers because it fails to provide an effective way to identify and cite motorcycle and moped red light violators whose helmet visors (clear and darkened) and dark glasses worn by drivers obscures identification, pursuant to Part II, Section 5, Paragraph (d). The absence of front license plates also excludes identification of these motor vehicles, which effectively exempts motorcycles and moped drivers from being cited for running intersection red lights. If "safety" is the true intention of this Bill, then this Committee must be consistent and apply it equally to all motor vehicles.

This Bill's flawed intersection red light camera system should not be enacted in a hasty money making venture to feed the general fund.

For justice sake, this Committee needs to determine who is legally at fault for causing each roadway crossing fatality before blindly blaming the vehicle drivers. How many fatalities are actually related to drivers running the red light at intersections? The public needs to know the truth that will also help lawmakers make an informed decision.

EXPLANATION:

This Bill tries to gain emotional support and confuse citizens into thinking the offenses of running the red lights at intersections are related to news reports that commonly describe hit-and-run drivers who run over small children or the elderly, when in fact news reports prove pedestrian casualties are happening outside the intersections and in too many cases outside the crosswalks when pedestrians jaywalk.

Pedestrians crossing in crosswalks also cause accidents when they fail to look out for vehicles like drivers have to look out for them.

This Bill attacks car and truck drivers while excusing pedestrians who carelessly cross roadways and cause accidents. Too many pedestrians are ignorant of the law or believe, by law, they always have the right of way no matter what. Their carelessness place themselves and drivers in harms way and is a formula for disaster. The innocent drivers and their families also suffer when accidents occur.

Contrary to this Bill, red light cameras were not found to be beneficial in all jurisdictions in the United States.

More than a dozen cities now ban the cameras, as do nine states. In many areas where the cameras have been turned off, opponents argued that the programs simply generated revenue without improving safety. See attached, Thursday, August 2, 2011, Honolulu Star Advertiser article.

Be forewarned that this Bill will increase rear end collisions at intersections. Large trucks may loose their loads and fishtail into other vehicles when drivers panic stop in fear and paranoia of photo cameras.

Hawaii drivers do not drive like drivers in other jurisdictions, therefore, do not deserve to be treated in the same manner. We want to keep Hawaii a very special place without becoming photo targets and unwilling benefactors.

Public beware this Bill is not a means to an end but will open a Pandora's box with growing negativity infringing on our rights to privacy and lead Hawaii down a dangerous path of eroding civil liberties.

If you truly want to make a positive difference in the eyes of drivers, provide for additional police officers who can once again maintain a meaningful presence on our highways and at intersections. Police presence fosters a mind sticking law abiding consciousness that will never be achieved with cameras.

Police officers can enforce immediate driver and vehicle laws that cameras cannot.

Government will solve nothing by squandering our hard earned monies on this unpopular project that will meaningfully increase the stresses of today's drivers who are already on edge trying to cope with Oahu's increasingly overcrowded roadways.

SUGGESTIONS -- Alternative rather than imposing this Bill:

1. Create bills that will require the City and State transportation agencies to adequately increase the timing of yellow lights at all various types of intersections to allow all lengths of vehicles covered under the commercial driver's license entering intersections on the yellow caution light to exit without being cited under all conditions of traffic. Doing so may be the magic solution to all our intersection's woes without the use of cameras.

2. In lieu of intersection photo cameras, create bills that will require the State and City to restripe all crosswalks, and post signs indicating crosswalks. Add mid city block crosswalks. Build pedestrian overpasses at accident prone areas or install pedestrian activated stoplight crosswalks especially around schools and accident prone areas.

3. Provide that a violation for which a civil penalty is imposed under this Bill be treated the same as a seat belt and child restraint violation to prevent insurance companies raising premiums.

Consider that if insurance premiums go up, drivers will drive without insurance.

4. In lieu of photo imaging, we suggest creating a part time police unit dedicated to highway and intersection safety with the following considerations:

A. Utilize our already trained volunteer police officers.

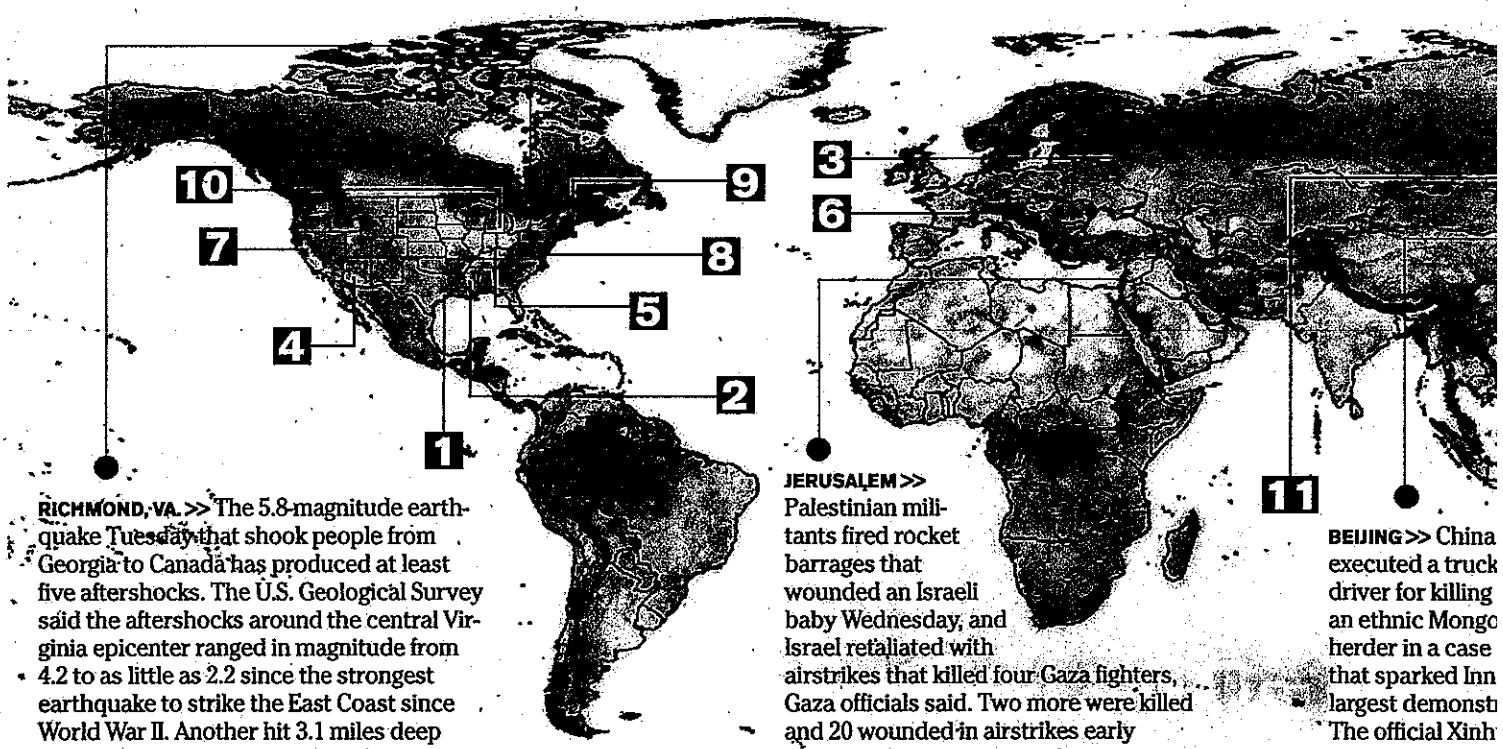
B. Hours of work not to exceed part time status.

C. Duties will be confined to maintaining roadway and intersection safety.

There is no Aloha spirit in photo traffic enforcement.

We look forward to your support.

Thank you.



RICHMOND, VA. >> The 5.8-magnitude earthquake Tuesday that shook people from Georgia to Canada has produced at least five aftershocks. The U.S. Geological Survey said the aftershocks around the central Virginia epicenter ranged in magnitude from 4.2 to as little as 2.2 since the strongest earthquake to strike the East Coast since World War II. Another hit 3.1 miles deep early today with a magnitude 4.5.

JERUSALEM >> Palestinian militants fired rocket barrages that wounded an Israeli baby Wednesday, and Israel retaliated with airstrikes that killed four Gaza fighters, Gaza officials said. Two more were killed and 20 wounded in airstrikes early Thursday, Palestinians said.

BEIJING >> China executed a truck driver for killing an ethnic Mongo herder in a case that sparked Inn largest demonst The official Xinh report that Li Lir

1 HOUSTON

Red-light cameras shut off despite $25M contract penalty

Houston became the latest U.S. city to turn off its red-light traffic cameras on Wednesday, less than a month after Los Angeles did the same, in a move that camera opponents said reflects a gradual nationwide trend to abandon the devices.

But supporters of such programs, including state highway officials and Houston's mayor, quickly defended the cameras, claiming they save lives, improve safety and have widespread support, noting that more than 500 municipalities — including New York, Washington and other large cities — still use them.

More than a dozen cities now ban the cameras, as do nine states. In many areas where the cameras have been turned off, opponents argued that the programs simply generated revenue without improving safety. Others said they were a money drain — Los Angeles' City Council canceled its program because it was losing money — while some argue the cameras were an unlawful invasion of privacy.

Houston residents voted nine months ago to banish the cameras, which photograph vehicles as they run through a red light and send the owner a ticket. After months of legal wrangling, including a federal judge throwing out the election results, the Houston City Council voted Wednesday to end its program — even though canceling the contract could cost the city as much as $25 million.

Houston officials are hoping to reach a reasonable settlement with American Traffic Solutions Inc.

Associated Press

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"We're in the race to try to make a difference for the citizens of Mississippi. Our first priority is not the (campaign) finances."

3 MOSCOW

Rocket crash exposes U.S

A Russian cargo rocket ferrying 3 tons of food and fuel to the International Space Station broke down about five minutes after it blasted off Wednesday, completing its flight by arcing into a Siberian forest rather than achieving orbit.

The crash of the unmanned craft, a Progress cargo ship on top of a Soyuz rocket, does not pose an immediate problem for the six crew members living at the space station, who are well stocked with supplies taken there in July by NASA's last shuttle flight. But it raises questions about the reliability of this model of Russian rocket, a similar model of which is used for manned launchings.

Since the retirement of the shuttle program last month, Russian-made Soyuz rockets are the only means of transport to space for American astronauts. NASA has contracted with th Russian Space Agency Americans on these rc for several years.

Wednesday's crash surely be closely scrut because of its implicat for American manned flight on the Russian r ets. If a quick diagnosi fix elude Russian engi NASA and the other ag cies collaborating on t space station could fa ficult choices.

"We've always know was a risk," said the m ager of the space stati NASA, Michael T. Suffr

The next set of thre members is schedule launch to the space st in September, and ano three are to go up in D ber.

Further, the Soyuz c sules in which the cre members ride also ser lifeboats in case of an gency, and the capsul