



**Office of the Public Defender
State of Hawaii
Timothy Ho, Chief Deputy Public Defender**



**Testimony of the Office of the Public Defender,
State of Hawaii to the House Committee on Judiciary**

February 9, 2012, 2:00 p.m.

H.B. No. 2790: RELATING TO HIGHWAY SAFETY

Chair Keith-Agaran and Members of the Committee:

The Office of the Public Defender opposes H. B. 2790.

This measure would establish a photo red light imaging detector systems program. This system would be an unmanned, automated system, which would be triggered by sensors buried in the road when a vehicle enters an intersection against a red light. Although we believe that strict enforcement of our traffic laws results in a reduction of traffic accidents and increased traffic safety, we do not believe this measure appropriately balances the rights of the accused violators with the public's interest in traffic safety.

According to Section 1 of this measure, two photographs of the violator would be taken, one photograph of the rear of the vehicle, capturing the license plate, and a second photograph of the entire intersection. The summons would be sent to the registered owner of the motor vehicle, and would constitute prima facie evidence that the registered owner was the person who committed the violation. These portions of this measure directly contradict Section 4 of this measure. According to Section 5(d) (page 7 of this bill), a summons or citation will not be issued unless it contained a clear and unobstructed photographic, digital, or other visual image of the driver of the motor vehicle. How do you reconcile the system requirement that prior to the commencement of a prosecution of a photo red light violation, a clear, unobstructed photographic image of the driver of the motor vehicle be obtained, with the presumption that the registered owner of the motor vehicle committed the photo red light violation. We believe that prior to the issuance of any summons or citation for a photo red light violation, not only would it be necessary to have a photograph of the driver, but that the driver be identified and properly cited, rather than placing the burden of proof on the registered owner. The registered owner, if he was not driving the motor vehicle during the photo red light violation, would be inconvenienced by having to prepare a written statement, testify in court, call witnesses or obtain extrinsic proof of his innocence, at his own expense. The registered owner would also be forced to choose between accepting responsibility for a violation he did not commit and assisting the government in the prosecution of a spouse, friend or family member.

Another factor this committee has to consider is the cost of implementing a photo red light program. The general public has already voiced its outspoken opposition to photo

speed detection systems. Do we have the public's support for such a program? What happens after the public demands that this program be disbanded, much like the van cam system? Before we embark on such a program, we must be certain of the total cost of installing the cameras and detection equipment, and that there is public support for the expenditure.

We oppose the passage of H.B. No. 2790. Thank you for the opportunity to be heard on this matter.

OFFICE OF INFORMATION PRACTICES

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To: House Committee on Judiciary

From: Cheryl Kakazu Park, Director

Date: February 9, 2012, 2:00 p.m.
State Capitol, Room 325

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

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

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 14) 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 14-16 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.

WRITTEN ONLY

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

February 9, 2012

RELATING TO HIGHWAY SAFETY

House Bill No. 2790 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.



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February 9, 2012

To: Representative Gilbert S.C. Keith-Agaran, Chair, House Committee on Judiciary;
Representative Karl Rhoads, Vice Chair; and members of the Committee

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

Re: House Bill 2790 – Relating to Highway Safety

I am Arkie Koehl, speaking in support of House Bill 2790 on behalf of the membership of MADD-Hawaii.

Being vitally interested in highway safety, the members of MADD-Hawaii endorse measures 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.”

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

Thank you for the opportunity to testify.



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Testimony in Support of HB 2790 RELATING TO HIGHWAY SAFETY
House Judiciary Committee 2 p.m. Rm 325 2/9/12
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.

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](#)

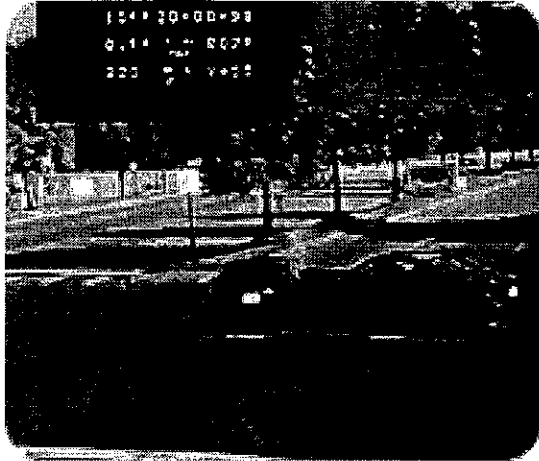
[Hide all answers](#)

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 Engineers¹⁴ 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](#)

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COMMITTEE ON JUDICIARY

Honorable Gilbert S.C. Keith-Agaran, Chair
Honorable Karl Rhoads, Vice Chair

Re: House Bill No. 2790 -- Relating to Highway Safety

Thursday, February 9, 2012
Hawaii State Capitol, Conference Room 325
2:00 p.m.

HONORABLE GILBERT S.C. KEITH-AGARAN, CHAIR, HONORABLE KARL RHOADS, 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.

This Committee above all others has the sole responsibility to ensure justice prevails in all areas of new law enforcement. The blatantly flawed intersection camera system imposed in this Bill will deliberately allow motorcycles and mopeds to freely run red lights while punishing other motor vehicle drivers, therefore this Bill is unjust. We ask you to uphold your responsibility and not pass this Bill.

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 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. 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.

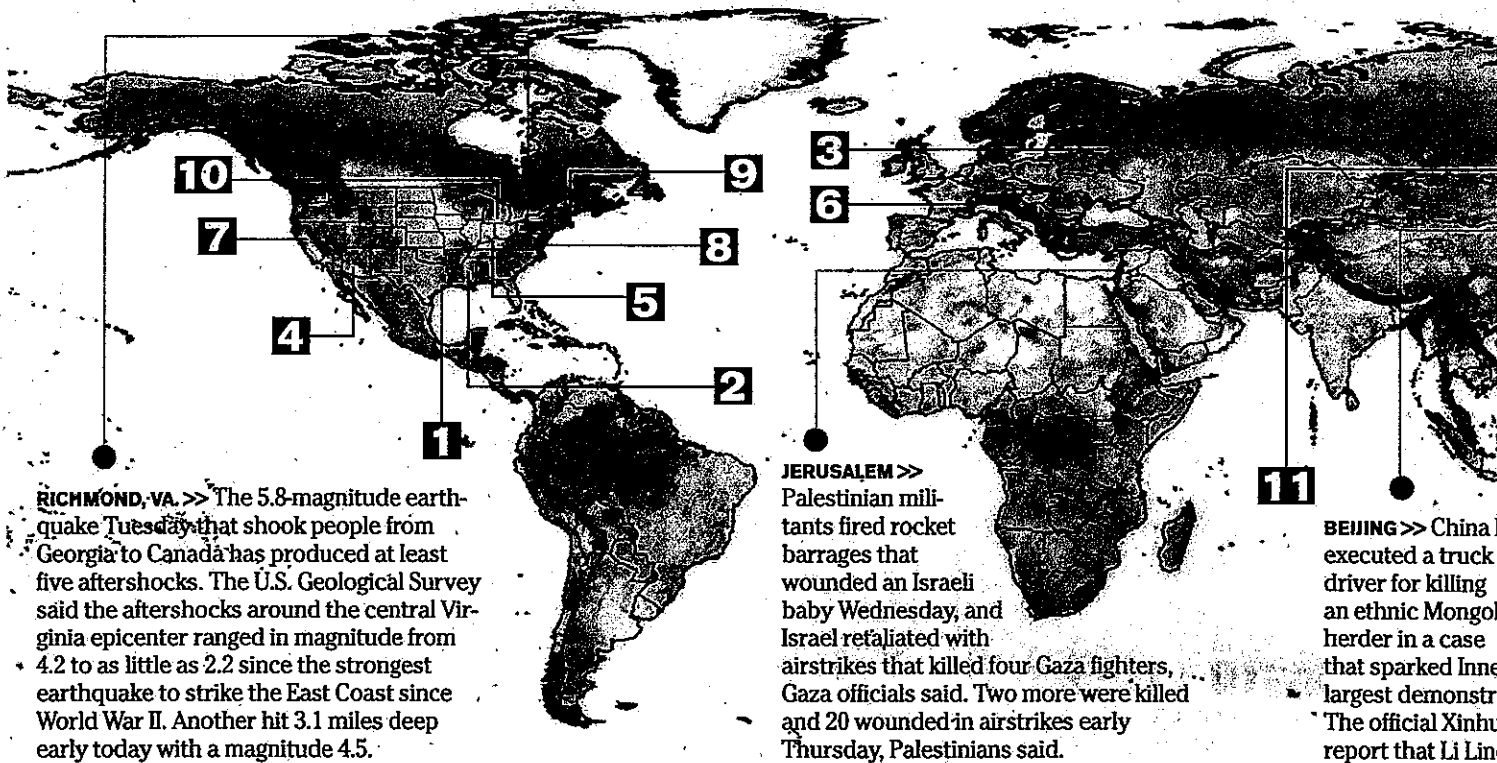
Consider that if insurance premiums go up, drivers will drive without insurance.

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.



1 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.

3 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.

11 BEIJING >> China executed a truck driver for killing an ethnic Mongol herder in a case that sparked Inner Mongolia's largest demonstration. The official Xinhua report that Li Lin

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



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 the Russian Space Agency Americans on these rockets for several years.

Wednesday's crash will surely be closely scrutinized because of its implications for American manned space flight on the Russian rockets. If a quick diagnosis fixes elude Russian engines, NASA and the other agencies collaborating on the space station could face difficult choices.

"We've always known this was a risk," said the manager of the space station, NASA's Michael T. Suffern.

The next set of three crew members is scheduled for launch to the space station in September, and another three are to go up in December.

Further, the Soyuz capsules in which the crew members ride also serve as lifeboats in case of an emergency, and the capsules

HB 2790, Testimony in Support: committee meeting of 9 February

John Goody [jgoody@hawaii.rr.com]

Sent: Wednesday, February 08, 2012 9:44 AM

To: JUDtestimony

Dear Chairman and Committee Members:

I am testifying in support of this very badly needed bill for highway safety, red light imaging.

For the safety of us all, whether pedestrian, cyclist or car driver, we badly need to reduce red light running, which has become rampant on our roadways.

I have personally witnessed several very close calls, where drivers accelerate through the intersection after the light turns red, in one instance nearly striking two elderly ladies already in the crosswalk; they were missed by inches and the driver never even seemed to see them.

Passing this measure will help us all, and curb a very dangerous illegal practice on our roads.

Thank you.
John Goody
Kaneohe

Testimony for HB2790 on 2/9/2012 2:00:00 PM

Testimony for HB2790 on 2/9/2012 2:00:00 PM

mailinglist@capitol.hawaii.gov [mailinglist@capitol.hawaii.gov]

Sent: Thursday, February 09, 2012 1:54 AM

To: JUDtestimony

Cc: mymunekata@gmail.com

Testimony for JUD 2/9/2012 2:00:00 PM HB2790

Conference room: 325
Testifier position: Support
Testifier will be present: No
Submitted by: Myra Munekata
Organization: Individual
E-mail: mymunekata@gmail.com
Submitted on: 2/9/2012

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.