

NEIL ABERCROMBIE  
GOVERNOR



Testimony of  
GLENN M. OKIMOTO  
DIRECTOR

Deputy Directors  
JADE BUTAY  
FORD N. FUCHIGAMI  
RANDY GRUNE  
JADINE URASAKI

IN REPLY REFER TO:  
(808) 586-2165

**STATE OF HAWAII**  
**DEPARTMENT OF TRANSPORTATION**  
869 PUNCHBOWL STREET  
HONOLULU, HAWAII 96813-5097

March 19, 2013  
2:00 p.m.  
State Capitol, Room 325

**S.B. 693, H.D. 1**  
**RELATING TO HIGHWAY SAFETY**

House Committee on Judiciary

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The Department of Transportation (DOT) recognizes the need to protect all roadway users from drivers who disregard traffic control signals.

The DOT **supports** the intent of S.B. 693, H.D. 1, because it would allow the counties to establish a three-year pilot photo red light imaging detector system program to gather data to determine whether or not the program will result in a reduction in motor vehicle fatalities and injuries.

Thank you for the opportunity to provide testimony.





Mothers Against Drunk Driving HAWAII  
745 Fort Street, Suite 303  
Honolulu, HI 96813  
Phone (808) 532-6232  
Fax (808) 532-6004  
hi.state@madd.org

March 19, 2013

**To:** Representative Karl Rhoads, Chair –House Committee on Judiciary;  
Representative Sharon E. Har, Vice Chair; and members of the committee

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

**Re:** Senate Bill 693, SD 2, HD 1 – Relating to Highway Safety

---

I am Arkie Koehl, speaking in support of Senate Bill 693 on behalf of the membership of MADD Hawaii. This bill establishes a three year red-light camera pilot project. MADD prefers the original draft of this bill (plus two amendments in the SD 1) rather than the current draft before this committee – SB693,SD2,HD1.

The two important amendments made to SB693 and inserted in the SD 1 are:

- 1.) Section 249-7(b), Hawaii Revised Statutes, to require that motorcycles have a license plate displayed on the front as well as on the back of the motorcycle (mopeds are not required to have license plates); and
- 2.) Section 291C-32(a), Hawaii Revised Statutes, to require the length of the steady yellow indication to be sufficient to allow trucks to pass through the intersection before a steady red indication commences;

MADD also supports certain concepts introduced by the Hawaii Bicycling League which recommends that a reputable for-profit company administer the Red Light camera program on a flat fee basis with county police departments tasked with reviewing each photograph.

The original draft of SB693 provided for program implementation costs which will be important even if the counties will administer the system after the initial start-up period.

A 2010 comparative analysis of fatal multi-vehicle red-light running crashes (vs crashes not involving red light running) in the U.S. by the Insurance Institute for Highway Safety revealed that the red light runners were more likely to have prior crashes, alcohol-impaired driving convictions, and citations for speeding and other traffic offenses. The red light runners also were more likely to be speeding or impaired by alcohol at the time of the crash and were less likely to have a valid driver's license.

This identified alcohol involvement in at least a portion of intersection crashes makes support for this measure a logical expression of MADD's goal to reduce death and injury caused by impaired driving.

In 2010, 673 people in the U.S. were killed and an estimated 122,000 were injured in red-light running crashes. About half the deaths in red light running crashes involve pedestrians, bicyclists, and people in other vehicles who are hit by the red-light runners. *(IHS – 2012)*

The number of communities using red light cameras is currently 540. A 2011 study of large cities with long standing red-light camera programs found that the cameras reduced the fatal red light running crash rate by 24%.

The Red Light Camera enforcement tool has been reviewed by the National Highway Traffic Safety Administration which reports that the cameras have been effective in reducing intersection-related crashes. Positive results are related to the way the system is implemented and NHTSA has published extensive guidelines to help states and communities create an effective program

According to the Administration, Florida had 714 intersection-related crashes in 2011 with 53 fatalities - down from 786 in 2010. The high in recent years was 1,019 intersection-related collisions in 2007. Florida Department of Highway Safety and Motor Vehicles statistics state that in the 73 Florida jurisdictions with red-light cameras, side-impact crashes dropped 44 percent, rear-end collisions decreased by 41 percent and the overall number of crashes at red-light intersections fell 56 percent in 2011. *(AAA Foundation for Traffic Safety – 2013)*

Others studies conducted in two locations (East coast and West coast) showed that the effect of the red light cameras carried over to reductions in red-light running at signalized intersections not equipped with the cameras which indicated that there were community-wide changes in driver behavior after the red light camera program had been in place.

Although some studies report that there is an increase in rear-end collisions after red-light cameras are installed, these crashes tend to be much less severe than those resulting from “front-into-side” crashes. A Study by Federal Highway Administration concluded that the economic costs from the rear-end collisions were more than offset by the economic benefits from the decrease in the right-angle crashes targeted by red-light cameras.

Just as with other highway safety programs conducted in our state, the primary object of the red light camera program is to deter potential violators and thereby prevent crashes, injuries, and loss of life. Anyone who travels the roads of Honolulu County sees the blatant disregard for proper stopping at red lights. MADD believes that red light cameras will decrease this problem and prevent innocent road users from being hit by red light runners – whether alcohol and speeding impaired or just impaired by poor judgment.

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. The organization believes that Hawaii – or at least Honolulu County – should join the many other states and communities that are reducing crashes through the implementation of red-light camera programs.

MADD encourages the House Judiciary Committee to pass this measure with the language of the original SB693 and two amendments in the SD 1.

Thank you for the opportunity to testify.



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MADD encourages the House Judiciary Committee to pass this measure with the language of the original SB693 and two amendments in the SD 1.

Thank you for the opportunity to testify.

March 19, 2013 2:00 p.m.

COMMITTEE ON JUDICIARY

Rep. Karl Rhoads, Chair

Rep. Sharon E. Har, Vice Chair

Dear Chair Rhoads, Vice Chair Har and members of the House Judiciary Committee,

Subject: **Support for SB 693 SD-2 HD-1**

The State Highway Safety Council supports SB 693 SD-2 HD-1, which establishes a pilot photo red light imaging detector system program.

According to FARS 2006-2010, there were 7 fatalities attributed to red light running. Red light cameras have been studied for over 10 years, and have been used in over 500 communities across the U.S. In the review of the effectiveness of red-light cameras, the negatives are that they increase rear-end crashes, the positives are that they reduce side-impact crashes, and reduce overall crash severity at the locations the cameras are placed and publicized. Cameras were found to be most beneficial at intersections with a known higher ratio of angle crashes to rear-end crashes.<sup>1</sup>

The State Highway Safety Council (SHSC) advises the DOT on matters relating to the programs and activities of the State in the field of highway safety. SHSC members include representatives from public, private, and all four counties.

Thank you for allowing us to testify.

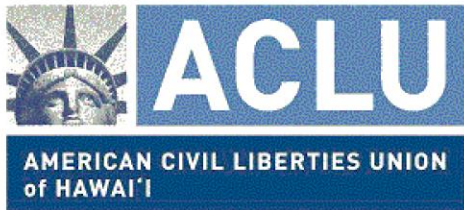
Sincerely,

Kari Benes, Co-Chair  
State Highway Safety Council

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<sup>1</sup> WHO. (2004) World Report on Road Traffic Injury prevention. Geneva, Switzerland.: World Health Organization.





**LATE**

Committee: Committee on Judiciary  
Hearing Date/Time: Tuesday, March 19, 2013, 2:00 p.m.  
Place: Conference Room 325  
Re: Testimony of the ACLU of Hawaii in Opposition to S.B. 693, S.D.2, H.D.1, Relating to Highway Safety

Dear Chair Rhoads and Members of the Committee on Judiciary:

The American Civil Liberties Union of Hawaii (“ACLU of Hawaii”) writes in opposition to S.B. 693, S.D.2, H.D.1, which seeks to establish a photo red light imaging detector system program that may present major threats to due process and privacy rights.

Please note that AAA has offered a low cost solution to the problem of drivers running red lights that would alleviate all of our concerns - 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.

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 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 correctly identify a license plate. 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 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.

American Civil Liberties Union of Hawai'i  
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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 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 fails 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.

Chair Rhoads and Members of the Committee on  
Judiciary  
March 19, 2013  
Page 3 of 3

Given the dangers of red light cameras, the serious civil liberties concerns of all traffic camera systems, and AAA's simple alternative proposal, we urge this committee to vote no on S.B. 693, S.D.2, H.D.1.

Thank you for this opportunity to testify.

Sincerely,

Laurie A. Temple  
Staff Attorney and Legislative Program Director  
ACLU of Hawaii

*The American Civil Liberties Union ("ACLU") is our nation's guardian of liberty – working daily in courts, legislatures and communities to defend and preserve the individual rights and liberties that the Constitution and laws of the United States guarantee everyone in this country.*

American Civil Liberties Union of Hawai'i  
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March 18, 2013

Aloha Committee Chair Rhoads and Members of the House Judiciary Committee,

Please give the public greater protection -- we all have the right to be safe on Hawaii's roads. The Honolulu Police Department issued 3,700 red light running citations last year, the tip of the iceberg. Haven't we all seen red light runners and cringed, hoping there was no crash? And stopped at a red light, and looked back, hoping that no one crashes into us? Today someone ran a red light near the airport and a driver was killed. <http://www.kitv.com/news/hawaii/Mililani-man-20-dies-after-crash-near-airport/-/8905354/19360772/-/q8gukv/-/index.html> It's time to use a proven technology to keep us safer! In June I visited the Culver City Police Department (California), which employs red light cameras well. The protections they use to protect innocent people include:

--Target the cameras at intersections where red light running crashes have occurred and red light citations have been issued, in an attempt to change dangerous behavior.

--Make sure a police officer reviews all potential citations and issues them only after verifying that the same officer, if on the scene, would have issued a citation. Where the information is not clear due to poor picture because of sun glare or other technical error, they make it a point not to send out the citation.

--Those who get the citation are given the opportunity to review photos and videos at the police station prior to a court hearing, and are provided opportunity to challenge the ticket in court. The operation provides enough funds to support the police staff needed, the court system, and the private operator.

--The private operator is paid on a flat fee basis, not on a per ticket basis.

These protections make it clear that such a system is for public safety, not government revenues. Given these protections, national organizations such as AAA support red light cameras. It is a purely voluntary fee -- follow our laws as you should and you won't be cited; break our laws and endanger others and get the financial reminder that such behavior is wrong. Let's do something that will decrease deaths on our highways.

Please amend the bill by removing the requirement for a 501c3 nonprofit to operate the cameras. It's not the camera operator that counts; just have the police make the decision on what tickets to send out. Also, please remove the list of streets where this is to occur; let the police determine where it's most needed.

*Ride & Drive Aloha! Chad Taniguchi, Executive Director*

*Everyone has the right to be safe on Hawaii's roads.*

Mamalahoe Kanawai, Kamehameha's Law of the Splintered Paddle 1797, Hawaii state constitution 1978  
[chad@hbl.org](mailto:chad@hbl.org) cell 808 255 8271 office 808 735 5756 fax 808 735 7989 [www.hbl.org](http://www.hbl.org)

COMMITTEE ON JUDICIARY

Rep. Karl Rhoads, Chair  
Rep. Sharon E. Har, Vice Chair

Re: Senate Bill No. 693, SD2, HD1 -- Relating to Highway Safety

Tuesday, March 19, 2013  
Hawaii State Capitol, Conference Room 325  
2:00 p.m.

HONORABLE CHAIR, HONORABLE VICE CHAIR, AND MEMBERS OF THE  
COMMITTEE:

My name is Milton Imada. Before I begin, I would like to say that I am not against pedestrian safety. I am here to point out the flaws in the traffic camera bill, as I see it. I am a registered voter with a 34-year background in fleet maintenance and safety who also maintains a commercial driver's license.

On behalf of other commercial drivers and myself 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.

This proposed photo red light camera system is grossly flawed, biased, discriminatory and contradicts the "safety" purpose of this Bill. I'm sure government today can design other means of acquiring funds that will not unjustly affect our citizens.

**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 without being cited. The size, weight, load and length of commercial vehicles and busses require much more space in front to come to a safe stop. Busses will be the cameras' most common victims because bus drivers cannot stop in a short distance for fear of passenger injuries; passengers are standing and don't have seat belts, therefore, bus drivers are committed to pass through

the intersection knowing they will become a victim of a poorly designed camera system.

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 Senate Bill No 693, SD2, HD1. Supporters of this Bill will be knowingly and deliberately trapping these unsung heroes of State commerce, forcing them to receive undeserving costly red light citations with the treat of incarceration 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, which 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 before imposing this half-baked system.

This Bill's flawed intersection red light camera system is an overkill designed to prey on Oahu drivers to legally extort moneys to feed government's depleted General Fund.

How many fatalities is actually the fault of drivers running the red light at intersections? The public needs to know the truth not misleading exaggerated "smoke and mirrors" to impose bad law at the expense of Oahu's citizens.

#### 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.

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

An August 2, 2011 Star-Advertiser article stated the Houston City Council voted to end its intersection camera program in spite of paying a \$25 million dollars contract penalty. This article also stated "more than a dozen cities now ban the cameras, as do nine states. In many areas where the cameras have been turned off, opponents argue that the programs simply generated revenue without improving safety. Others said they were a money train -- Los Angeles' City Council canceled its program because it was losing money, which some argue the cameras were an invasion of privacy."

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, develop law to encourage the City to provide for additional police officers made up of paid reserve 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.

Kudos for amending this Bill, applying it to all counties with motor vehicles, not only those counties with populations in excess of 600,000 that are most profitable for the government agency imposing the cameras. After all, driving safely applies to all people on all islands.

SUGGESTIONS -- Alternatives rather than imposing this Bill:

- (1) Increase timing of yellow lights no less than eight (8) seconds to allow all lengths of commercial vehicles to safely pass through intersections under all conditions of traffic. This may be the solution to all our intersection woes without the use of cameras.
- (2) Today, the public is accustomed to the law whereby no red light citation issued if a vehicle enters the intersection on the yellow light. To provide a camera system more acceptable and specifically targeting the red light runner, remove all sensors within the intersection, maintain only the sensor at the inside edge of the crosswalk.
- (3) Reject any stop light camera systems that discriminates against car and truck drivers by failing to provide an effective means of citing motorcycles and mopeds running red lights. Create much needed law to certify moped driver competence and holding reckless moped drivers legally and monetarily responsible.

We look forward to your support.



**SB693**

Submitted on: 3/18/2013

Testimony for JUD on Mar 19, 2013 14:00PM in Conference Room 325

<b>Submitted By</b>	<b>Organization</b>	<b>Testifier Position</b>	<b>Present at Hearing</b>
Barbara Ann D'Olier	Individual	Support	No

Comments: Unfortunately & dangerously, many Hawaii's drivers have learned that a yellow light means speed up instead of slow down & be prepared to stop. This has put law abiding drivers in harms way with sometimes disastrous results, Cameras could catch the perpetrators of this dangerous habit & teach our community the meaning of a yellow light. Mahalo.

Please note that testimony submitted less than 24 hours prior to the hearing, improperly identified, or directed to the incorrect office, may not be posted online or distributed to the committee prior to the convening of the public hearing.

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**SB693**

Submitted on: 3/18/2013

Testimony for JUD on Mar 19, 2013 14:00PM in Conference Room 325

<b>Submitted By</b>	<b>Organization</b>	<b>Testifier Position</b>	<b>Present at Hearing</b>
Chris Brigham	Individual	Support	No

Comments:

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**SB693**

Submitted on: 3/16/2013

Testimony for JUD on Mar 19, 2013 14:00PM in Conference Room 325

<b>Submitted By</b>	<b>Organization</b>	<b>Testifier Position</b>	<b>Present at Hearing</b>
Edward Y. Hirata	Individual	Support	No

Comments:

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**SB693**

Submitted on: 3/17/2013

Testimony for JUD on Mar 19, 2013 14:00PM in Conference Room 325

<b>Submitted By</b>	<b>Organization</b>	<b>Testifier Position</b>	<b>Present at Hearing</b>
Joan Parsons	Individual	Support	No

Comments:

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**SB693**

Submitted on: 3/18/2013

Testimony for JUD on Mar 19, 2013 14:00PM in Conference Room 325

<b>Submitted By</b>	<b>Organization</b>	<b>Testifier Position</b>	<b>Present at Hearing</b>
Lucinda Pyles	Individual	Support	No

Comments:

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**SB693**

Submitted on: 3/17/2013

Testimony for JUD on Mar 19, 2013 14:00PM in Conference Room 325

<b>Submitted By</b>	<b>Organization</b>	<b>Testifier Position</b>	<b>Present at Hearing</b>
Molly Strode	Individual	Comments Only	No

Comments: These would be worthwhile if only one life is saved.

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TO: Members of the Committee on Judiciary

FROM: Natalie Iwasa, aka Bike Mom  
Honolulu, HI 96825  
808-395-3233

HEARING: 2 p.m. Tuesday, March 19, 2013

SUBJECT: SB 693, SD2, HD1 Photo Red Light Pilot Project - **OPPOSED**

Aloha Chair and Committee Members,

Thank you for allowing me to provide testimony on SB 693, SD2, which would implement a three-year pilot photo red light imaging detector system.

Our legal system was built on the premise of innocent until proven guilty. This bill would make registered owners guilty until they prove themselves innocent. This is fundamentally wrong.

I urge you to vote "no" on this bill.

**SB693**

Submitted on: 3/18/2013

Testimony for JUD on Mar 19, 2013 14:00PM in Conference Room 325

<b>Submitted By</b>	<b>Organization</b>	<b>Testifier Position</b>	<b>Present at Hearing</b>
Patricia N Dunn	Individual	Support	No

Comments:

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**SB693**

Submitted on: 3/17/2013

Testimony for JUD on Mar 19, 2013 14:00PM in Conference Room 325

<b>Submitted By</b>	<b>Organization</b>	<b>Testifier Position</b>	<b>Present at Hearing</b>
Sally parker	Individual	Support	No

Comments: My friend joyce jia was seriously injured in February 2012 and required several surgeries and lost many hours of school and work. Plus her car was totaled. All due to a man who spoke little English who ran a ride light.

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**SB693**

Submitted on: 3/18/2013

Testimony for JUD on Mar 19, 2013 14:00PM in Conference Room 325

<b>Submitted By</b>	<b>Organization</b>	<b>Testifier Position</b>	<b>Present at Hearing</b>
Charles Hirata	Individual	Support	No

Comments: Red light running continues to be a deadly problem in our state and we need to explore methods of increasing safety to the motoring public.

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**SB693**

Submitted on: 3/18/2013

Testimony for JUD on Mar 19, 2013 14:00PM in Conference Room 325

<b>Submitted By</b>	<b>Organization</b>	<b>Testifier Position</b>	<b>Present at Hearing</b>
David Kingdon, MPH, Paramedic	Individual	Support	No

Comments: As a practicing paramedic and a public health consultant, I can attest to the critical need for greater enforcement at signalized intersections. "Red light running" is becoming the social norm on all islands, including where I live and work on Maui. This trend has already caused tragic results. I have responded to victims of red light running ranging from fatality, disability from head injury, to loss of limb. Unfortunately, even as a well trained and equipped paramedic there is little I can do to change these grave outcomes. Primary prevention offers the only opportunity for substantive change, and education is not enough - we need greater enforcement to change this behavior. Thank you.

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**SB693**

Submitted on: 3/18/2013

Testimony for JUD on Mar 19, 2013 14:00PM in Conference Room 325

<b>Submitted By</b>	<b>Organization</b>	<b>Testifier Position</b>	<b>Present at Hearing</b>
Joel Cohn	Individual	Support	No

Comments: Despite civil liberties concerns I support this bill because dangerous driving has become rampant and I see very little enforcement taking place.

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**SB693**

Submitted on: 3/18/2013

Testimony for JUD on Mar 19, 2013 14:00PM in Conference Room 325

Submitted By	Organization	Testifier Position	Present at Hearing
Stewart Crawford	Individual	Support	No

Comments: I'm a new resident, recently moved here from Colorado. Red-light cameras substantially reduced accidents at major intersections where they were used, and they made all of us drivers more conscientious about red lights (and those deep-deep yellow lights) in general -- even where they weren't used. I'll add some comments on the "coercive" discussion. In that Colorado implementation, the law was written that if the registered owner was not the driver pictured, the owner would be asked to identify the driver, and they had the option to NOT identify them if they so chose, without penalty. When I lived in Germany some years ago, at the other end of the spectrum, the law was re-written to cite the car rather than the driver, putting the onus in the registered owner. (This happened after some notorious incidents where people dove through cameras with Gorilla masks on...) Regarding privacy, when the police sent photos to the owners for action, all other people in the photo were blacked out. I'll let you just imagine the kind of things that showed up, unexpectedly, in these photos sent to the car owners...

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**SB693**

Submitted on: 3/18/2013

Testimony for JUD on Mar 19, 2013 14:00PM in Conference Room 325

<b>Submitted By</b>	<b>Organization</b>	<b>Testifier Position</b>	<b>Present at Hearing</b>
John Goody	Individual	Support	No

Comments: Please support this bill. We need it very badly to stem the epidemic of red light running, and injury to pedestrians and cyclists that results.

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**SB693**

Submitted on: 3/18/2013

Testimony for JUD on Mar 19, 2013 14:00PM in Conference Room 325

<b>Submitted By</b>	<b>Organization</b>	<b>Testifier Position</b>	<b>Present at Hearing</b>
JONATHAN LOTT	Individual	Support	No

Comments: Reckless and selfish drivers running red lights put everyone at risk. They do it with impunity without fear of getting caught. This creates needless congestion and delays in town in addition to the dangers. This has nothing to do with Van Cams, and yes, the privacy issues can be easily addressed and mitigated for red-light cams. If nothing is done, the flaunting of the law will only get worse.

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**SB693**

Submitted on: 3/18/2013

Testimony for JUD on Mar 19, 2013 14:00PM in Conference Room 325

<b>Submitted By</b>	<b>Organization</b>	<b>Testifier Position</b>	<b>Present at Hearing</b>
Myra Munezata	Individual	Support	No

Comments: I supported the bill last year and urge your adoption this year! 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.

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**SB693**

Submitted on: 3/18/2013

Testimony for JUD on Mar 19, 2013 14:00PM in Conference Room 325

<b>Submitted By</b>	<b>Organization</b>	<b>Testifier Position</b>	<b>Present at Hearing</b>
Speedy Bailey	American Medical Response	Support	No

Comments:

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**SB693**

Submitted on: 3/18/2013

Testimony for JUD on Mar 19, 2013 14:00PM in Conference Room 325

<b>Submitted By</b>	<b>Organization</b>	<b>Testifier Position</b>	<b>Present at Hearing</b>
mary lou brogan	Individual	Support	No

Comments: Our friend was hit by a driver that ran a red light on Laukahi and Kalaniani'ole Highway and is still going thru treatment for the severe injury. We see people going thru red lights all the time and by the grace of God we haven't been hurt yet. Please pass this legislation as soon as possible for the good of the citizens of Hawaii. Thank you.

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**LATE**

SB 693

Committee Members:

I strongly support this bill. Far too many drivers run red lights every day. This aggressive behavior jeopardizes the safety of other drivers, bicyclists, and pedestrians. Red light running cameras curb this kind of behavior—it has been proven in many mainland jurisdictions. Please pass this bill so we can make our roadways safer for all users.

Crysttal Steiner

**LATE**

**SB693**

Submitted on: 3/19/2013

Testimony for JUD on Mar 19, 2013 14:00PM in Conference Room 325

<b>Submitted By</b>	<b>Organization</b>	<b>Testifier Position</b>	<b>Present at Hearing</b>
Dottie Sunio	Individual	Support	No

Comments:

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**LATE**

**SB693**

Submitted on: 3/18/2013

Testimony for JUD on Mar 19, 2013 14:00PM in Conference Room 325

<b>Submitted By</b>	<b>Organization</b>	<b>Testifier Position</b>	<b>Present at Hearing</b>
Ellen Mann	Individual	Support	No

Comments:

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**LATE**

**SB693**

Submitted on: 3/19/2013

Testimony for JUD on Mar 19, 2013 14:00PM in Conference Room 325

<b>Submitted By</b>	<b>Organization</b>	<b>Testifier Position</b>	<b>Present at Hearing</b>
Halina M Zaleski	Individual	Support	No

Comments: Please keep our streets safe.

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**LATE**

**SB693**

Submitted on: 3/19/2013

Testimony for JUD on Mar 19, 2013 14:00PM in Conference Room 325

<b>Submitted By</b>	<b>Organization</b>	<b>Testifier Position</b>	<b>Present at Hearing</b>
Randall Blake	Individual	Support	No

Comments: Why rush slow down and stop, no need to run red light, make them pay fine

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**LATE**

DATE: Tuesday, March 19, 2013  
TIME: 2:00 p.m.  
PLACE: Conference Room 325

COMMITTEE ON JUDICIARY

Rep. Karl Rhoads, Chair  
Rep. Sharon E. Har, Vice Chair

Testimony on [SB 693](#), [SD2](#), [HD1](#) RELATING TO HIGHWAY SAFETY.

Chair Rhoads, Vice Chair Har, and Members of the Committee on Judiciary:

I support this bill to create a three-year pilot photo red light imaging detector system program.

WE NEED TO DO SOMETHING! In spite of the concern about rights and wrongs, we the people – whether pedestrians, bikers, or drivers of motor vehicles – need to give everyone who uses our roadways an added incentive to OBEY the traffic signals. It is a matter of life, injury, and death.

I KNOW that when I'm waiting at an intersection and the light turns GREEN, I do not automatically expect that the cross traffic will stop. MY CAR STILL GOT HIT – as a chain reaction. The car that was hit broadside by the car running the red light, spun and hit my car!

ASK ANYONE, and they can tell you stories of what they witnessed at intersections, of both drivers and pedestrians, trying to beat the red light or ignoring the red light. It's scary out there on our roadways which are more crowded than ever.

I actually LOVED IT when we had the red-light cameras and the highway cameras the last time. People really watched the speed limits and traffic was calmer.

I commuted by bus for seven years from Mililani to Kalihi. I knew that nice lady that was hit and KILLED a couple of years ago crossing the intersection, probably just after she got of the bus in the morning at Dillingham & Middle. She was in the crosswalk.

The situation is getting worse and worse as we have more and more cars on the roads. Please pass this RED LIGHT PILOT PROJECT.

Thank you,  
Wynnie Hee



**LATE**

**SB693**

Submitted on: 3/19/2013

Testimony for JUD on Mar 19, 2013 14:00PM in Conference Room 325

Submitted By	Organization	Testifier Position	Present at Hearing
David Zevenbergen	Individual	Support	No

Comments: This action is necessary and a long time coming. However, after reading the Bill (SB693 SD2), there seems to be conflicting info about taking photographs. One place says photos will be taken from the rear capturing the image of the license plate and also a panorama of the whole intersection. Another part of the bill says a picture will be taken of the driver. If both are true then the bill should be modified for consistency. I think the driver photo section needs to be beefed up so as to indicate a high-def (or equivalent) camera will be used face on. A side view will not always work due to the allowing of dark window tinting. (Not a good thing - police officers will not be able to see into a pulled over vehicle unless the window is down - safety issue.) In closing, as with many other laws on the books, if there is no enforcement mechanism mandated, there really is no need to add another law. Thank you for your time.

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**LATE**

To Whom it May Concern:

I am a 72 year old woman, who recently retired from Tripler Army Medical Center after 50 years as a psychiatric nurse. I live in Waikiki across from Ala Moana shopping center and am out walking many times a day. I often fear for my safety (and others) from vehicles running red lights. There is NOT a time when I cross Atkinson toward the shopping center that I can cross when the walk sign appears because several cars/trucks/busses run the left turn light from Ala Moana onto Atkinson. There is no consequence for running red lights and therefore this situation is on the rise. This is certainly not the only intersection where this happens.

Just yesterday a man was killed on Nimitz highway when one of the drivers ran a red light

I have 2 friends who have red light cameras in their cities, one is Seattle and the other is a city in France and they report that they are very effective in controlling people from running red lights

Thank you for your consideration in this matter

Maxine Gallup  
Waikiki  
754-3636