

# **SB 693**

RELATING TO HIGHWAY SAFETY.

Establishes a three-year pilot photo red light imaging detector system program.

Appropriates funds for implementation and operation of the program.

Authorizes counties to administer the program.

NEIL ABERCROMBIE  
GOVERNOR



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

February 11, 2013  
1:16 p.m.  
State Capitol, Room 224

**S.B. 693  
RELATING TO HIGHWAY SAFETY**

Senate Committee(s) on Transportation and International Affairs  
& Public Safety, Intergovernmental and Military Affairs  
& Technology and the Arts

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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 SB 693 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.



Testimony of  
GLENN M. OKIMOTO  
DIRECTOR

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

IN REPLY REFER TO:  
(808) 586-2165

WRITTEN ONLY

TESTIMONY BY KALBERT K. YOUNG  
DIRECTOR, DEPARTMENT OF BUDGET AND FINANCE  
STATE OF HAWAII  
TO THE SENATE COMMITTEES ON  
TRANSPORTATION AND INTERNATIONAL AFFAIRS,  
PUBLIC SAFETY, INTERGOVERNMENTAL, AND MILITARY AFFAIRS,  
AND TECHNOLOGY AND THE ARTS  
ON  
SENATE BILL NO. 693

February 11, 2013

RELATING TO HIGHWAY SAFETY

Senate Bill No. 693 establishes a three-year pilot 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 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 Committees on Transportation and International Affairs, Public  
Safety, Intergovernmental and Military Affairs and Technology and the Arts**

February 9, 2013, 1:16 p.m.

S.B. No. 693: RELATING TO HIGHWAY SAFETY

Chairs English, Espero, Wakai and committee members:

The Office of the **Public Defender opposes S.B. 693.**

This measure would establish a pilot 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 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. 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. 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.

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.

Other states, most notably California, have begun to disband their photo red light programs. The fines generated from red light violations have not kept up with the cost of operating the cameras. Furthermore, vendors in other jurisdictions have sought to reduce the duration of the yellow light in order to “catch” more violators and generate more revenue. A shortening of the yellow light sequence may result in more red light violations, but will also increase the danger of motor vehicle and pedestrian accidents.

This measure will do more to generate revenue for the vendors of the photo red light technology than increase public safety. Many drivers who run red lights do so because they are distracted, and believe they have the right of way. For these people, the existence of a photo red light detection system will not be a deterrent. The most effective way to get people to slow down and pay attention to the traffic laws is the existence of a police presence. Problem intersections should be targeted by the police for red light enforcement. A longer delay between the red/green light sequences would also decrease the amount of collision at intersections. A photo red light detection system will not pay for itself. It will have to be funded by the taxpayers year after year.

We oppose the passage of S.B. No. 693. Thank you for the opportunity to be heard on this matter.



Committee: Committee on Transportation and International Affairs  
Committee on Public Safety, Intergovernmental and Military Affairs  
Committee on Technology and the Arts  
Hearing Date/Time: Monday, February 11, 2013, 1:16 p.m.  
Place: Room 224  
Re: Testimony of the ACLU of Hawaii in Opposition to S.B. 693, Relating to Highway Safety

Dear Chairs English, Espero and Wakai and Members of the Committees:

The American Civil Liberties Union of Hawaii (“ACLU of Hawaii”) writes in opposition to S.B. 693, which seeks to establish a photo red light imaging detector system program 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 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. 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.

American Civil Liberties Union of Hawai'i  
P.O. Box 3410  
Honolulu, Hawai'i 96801  
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Hon. Sens. English, Espero and Wakai, Chairs, TIA-PSM-TEC Committees  
and Members Thereof  
February 1, 2013  
Page 2 of 3

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.

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.

Thank you for this opportunity to testify.

American Civil Liberties Union of Hawai'i  
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Mothers Against Drunk Driving HAWAII  
745 Fort Street, Suite 303  
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hi.state@madd.org

February 11, 2013

To: Senator Kalani English, Chair, Senate Committee on Transportation and International Affairs; Senator Donovan Dela Cruz, Vice Chair; and members of the Committee

To: Senator Will Espero, Chair, Senate Committee on Public Safety, Intergovernmental and Military Affairs; Senator Rosalyn Baker, Vice Chair; and members of the Committee

To: Senator Glenn Wakai, Chair, Senate Committee on Technology and the Arts; Senator Clarence Nishihara, Vice Chair; and members of the Committee

From: Arkie Koehl, Chairman – Public Policy Committee, MADD-Hawaii

Re: Senate Bill 693 – Relating to Highway Safety

I am Arkie Koehl, speaking in support of Senate Bill 693 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, we believe that a disproportionate number of traffic light violators are likely to be impaired, making our support for their citation a logical expression of MADD's goal to prevent impaired driving.

We encourage the committees to pass this measure.

Thank you for the opportunity to testify.



## SB693

Sunday, February 10, 2013  
1:04 PM

Subject	Hawaii Bicycling League Testimony in Support of SB693 Relating to Highway Safety
From	Chad Taniguchi
To	TIATestimony
Sent	Sunday, February 10, 2013 10:38 AM

Monday, Feb 11, 2013

1:16pm

Room 224

Aloha Committee Chairs and Members,

Please pass this bill out of Committee and give the public greater opportunity to learn about and support this bill. The Honolulu Police Department issued many red light running citations last year. These citations are the tip of the iceberg. Haven't we all seen red light runners and cringed, hoping there was no crash? And haven't we all stopped at a red light, and looked back, hoping that no one crashes into us?

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. They 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. They 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. Everyone has the right to be safe on our highways. Although I am on Kauai today for my father's 93rd birthday celebration, I wish I could have supported this in person. This is truly a bill that should go further.

Mahalo, Chad Taniguchi

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*Ride Aloha! Chad*

*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

Executive Director Hawaii Bicycling League 3442 Waialae Ave Suite 1, Honolulu, HI 96816  
[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)

# SB693

Sunday, February 10, 2013  
12:58 PM

Subject	SB693 to establish a photo red light imaging system to curb traffic violations in Hawaii, scheduled for hearing Monday 02/11/2013
From	Jay Fidell
To	TIATestimony
Sent	Saturday, February 09, 2013 8:08 PM

## COMMITTEE ON TRANSPORTATION AND INTERNATIONAL AFFAIRS

Senator J. Kalani English, Chair

Senator Donovan M. Dela Cruz, Vice Chair

## COMMITTEE ON PUBLIC SAFETY, INTERGOVERNMENTAL AND MILITARY AFFAIRS

Senator Will Espero, Chair

Senator Rosalyn H. Baker, Vice Chair

## COMMITTEE ON TECHNOLOGY AND THE ARTS

Senator Glenn Wakai, Chair

Senator Clarence K. Nishihara, Vice Chair

Ladies and Gentlemen:

I am founder and president of ThinkTech Hawaii. I am also a director of the Hawaii Bicycling League and believe that we must work every single day to protect and incentivize cycling as one of the best and most sustainable modes of transportation for our state.

I strongly support HB693 coming on for hearing before your joint committees on Monday afternoon. I believe that the use of photo red light imaging systems can only benefit our state and I only regret that it has taken this long to install them on our roads and intersections.

It seems to me that people are going through red lights more these days and that their failure to abide by the traffic signals is a huge danger not only to cross traffic but to pedestrians and cyclists. This is far behind a lack of courtesy. We need to make it clear that traffic violations of this nature will not be tolerated.

At the same time, we can't have a policeman at the elbow at every intersection to write tickets to offenders. The red light imaging technology is proven and will solve the problem. It can easily identify those who run red lights. This will enforce the law fairly and without the expense of hiring additional police to do the job.

An increasing number of cyclists and pedestrians are being killed on our streets, often by drivers who don't follow the traffic laws and who don't stop for traffic signals. We need to step up enforcement and exhibit zero tolerance to those drivers. That will save lives and it will save money, and it is well worth the cost.

There is every reason to deploy this technology in our community and there is no legitimate objection or downside to doing so. Now is the time for us to take control of our streets and protect the lives of our citizens, and this is one way to do that quickly, efficiently and without unnecessary expense.

It's time we installed new high tech traffic control and enforcement systems that are in use elsewhere and available in the marketplace. We have been remiss in attending to our roadway and traffic systems, and this bill is a step in the right direction to catch up on our lagging transportation infrastructure.

If we don't install systems like this, whether on the basis of fiscal constraint or a reluctance to offend those who would prefer to avoid enforcement of the law, we are sending a message that we don't care about our traffic infrastructure or laws – hardly a message to build public confidence in government or the system.

I therefore urge you to pass HB693 for the benefit of safe streets in our community and to demonstrate that our legislators care about the quality of daily life for our citizens.

Thank you for your consideration of my views in the matter.

Respectfully,

Jay Fidell

COMMITTEE ON TRANSPORTATION AND INTERNATIONAL AFFAIRS

Senator J. Kalani English, Chair

Senator Donovan M. Dela Cruz, Vice Chair

COMMITTEE ON PUBLIC SAFETY, INTERGOVERNMENTAL AND MILITARY AFFAIRS

Senator Will Espero, Chair

Senator Rosalyn H. Baker, Vice Chair

COMMITTEE ON TECHNOLOGY AND THE ARTS

Senator Glenn Wakai, Chair

Senator Clarence K. Nishihara, Vice Chair

SB 693 Relating to Highway Safety

Testimony of  
Charles M. Hirata  
Safe Community of Maui  
Hi0050@yahoo.com

My name is Charles Hirata and I am a retired Maui Police Department Captain and was the commander of the MPD Traffic Section for eleven years. I am currently a member of the Hawaii State Highway Safety Plan (SHSP) and Chair the Aggressive Driving Emphasis Area. While in charge of the MPD Vehicle Homicide Unit, a major part of our responsibility included the investigation of fatal crashes. Side impact crashes are often very severe because there is very little crush space to absorb crash forces. Hence, the energy of the crash is transferred to the occupants of the vehicle hit by the vehicle that ran a red light.

One of the strategies supported by the SHSP is automated enforcement of red light running. We support a well run system overseen by a law enforcement agency and one that assures fairness and increases the safety of the motoring public. Other mainland jurisdictions have experienced a reduction in crashes where red light cameras have been installed. Over the years, technology continues to evolve and there are red light running systems that also record a video of the violation.

I think that we can all agree that red light running is not a good thing and we need to employ a strategy that can address this dangerous behavior. We strongly support this pilot program and urge you to consider expanding the program to jurisdictions with populations less than 600,000 persons.

I humbly ask that you approve this measure that would keep road users safer and thank you for this opportunity to testify.

## Sharon Lum Ho

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**From:** espero2 - Venus  
**Sent:** Friday, February 08, 2013 1:13 PM  
**To:** Sharon Lum Ho  
**Subject:** FW: Testimony in Support of SB693

From: John Goody [mailto:jbgoody@me.com]  
Sent: Friday, February 08, 2013 11:16 AM  
To: TIATestimony  
Cc: espero2 - Venus  
Subject: Testimony in Support of SB693

Dear Committee Members:

I am submitting testimony on my own behalf and that of AARP, for whom I am a volunteer working for traffic safety.

AARP strongly supports this measure.

Hawaii has the very worst record among all the states (we are 50th out of 50) in the rate of traffic fatalities for people over age 60. The biggest cause for such injuries is pedestrians being struck by motor vehicles; the most cause of this mayhem is in street crossings. Red light running has become endemic in Hawaii, and is a major cause of death and injury. This measure will be a significant step in turning this bad driving habit around and it will save lives.

Please support the passage of this bill. We will all be safer.

Thank you for considering this testimony.

Sincerely Yours,  
John B. Goody

COMMITTEE ON TRANSPORTATION AND INTERNATIONAL AFFAIRS

Senator J. Kalani English, Chair  
Senator Donovan M. Dela Cruz, Vice Chair

COMMITTEE ON PUBLIC SAFETY, INTERGOVERNMENTAL AND  
MILITARY AFFAIRS

Senator Will Espero, Chair  
Senator Rosalyn H. Baker, Vice Chair

COMMITTEE ON TECHNOLOGY AND THE ARTS

Senator Glenn Wakai, Chair  
Senator Clarence K. Nishihara, Vice Chair

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

Monday, February 11, 2013  
Hawaii State Capitol, Conference Room 224  
1:16 p.m.

HONORABLE CHAIRS, HONORABLE VICE CHAIRS, AND MEMBERS OF  
THE COMMITTEES:

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. Supporters of this Bill will be knowingly and deliberately trapping these unsung heroes of State commerce, 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. 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.

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.

If intersection safety is the true intention of this Bill, it should apply 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. For example, HIOSH/OSHA safety rules apply to all agencies and companies regardless of the number of employees. After all, doesn't working or driving safely apply to all people? Is Senate Bill No. 693 implying only counties with more than 600,000 populations have red light violations?

**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.

Refer to an August 2, 2011 Star-Advertiser article (attached) which states 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.

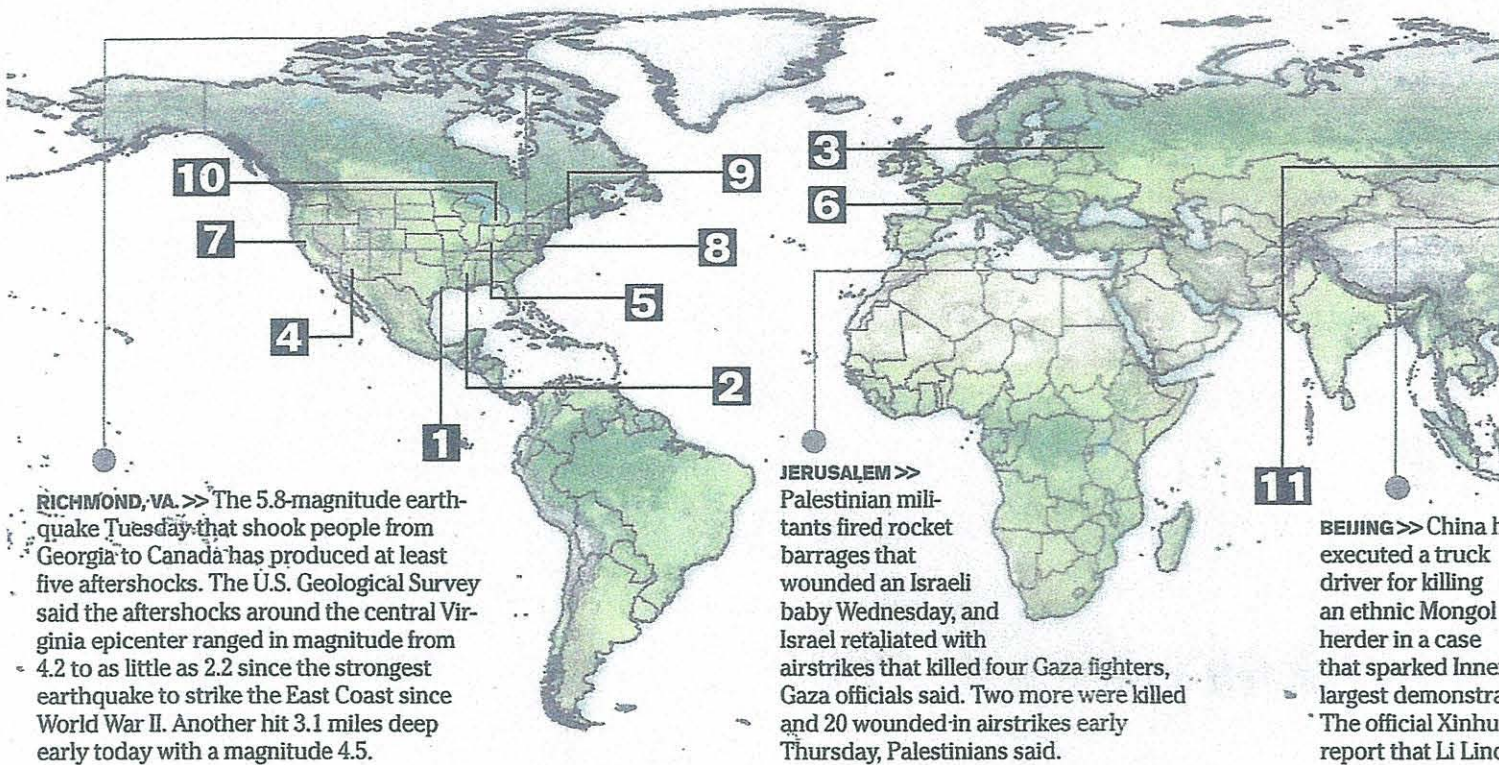
Public beware this Bill is not a means to an end but will open a Pandora’s box with growing negativity infringing on our rights to privacy and lead Hawaii down a dangerous path of eroding civil liberties.

If you truly want to make a positive difference in the eyes of drivers, provide for additional police officers that 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.





**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 has 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*

**2**

**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 to send 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 engineers, NASA and the other agencies collaborating on the space station could face difficult choices.

"We've always known it was a risk," said the manager of the space station, 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