

SB1160

RELATING TO HIGHWAY SAFETY.

Establishes a three-year pilot photo red light imaging detector system program. Authorizes counties to administer the program. Makes other amendments regarding highway safety. Repeals July 1, 2018.



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

IN REPLY REFER TO:

February 12, 2015
2:45 PM
State Capitol, Room 229

S.B. 1160
RELATING TO HIGHWAY SAFETY

Senate Committee(s) on Transportation
and Public Safety, Intergovernmental & Military Affairs

The Department of Transportation (DOT) **supports with reservations** S.B. 1160 relating to highway safety. This bill will establish a three year pilot program for a photo red light imaging detector system program.

Red light running has increased over the years and more complaints are being received by police. The photo red light imaging system has reduced the number of collisions in the nation for years. This bill will help to reduce the number of near misses and crashes at intersections due to red light running. However, developing a viable working system will not be an easy task for the counties and the department. There are several issues that continue to be a problem to the public which may hamper the program. They are:

- Money to start the program. The buying or leasing/renting of equipment and cost for installation.
- The program being perceived as for profit. This perception is always an issue, especially if the program is contracted out to a vendor.
- Identifying the proposed intersections where the equipment will be installed. If the counties are going to be given the power to start their own program, then they can select the specific locations where they will install the equipment.
- Having the police issue the citations instead of a vendor, will require additional resources that will include full time positions.
- The mail out of citations by certified registered mail will cause an additional expense to the county and/or police departments. Having the recipient sign for the mail out may cause "dead mail" as most of this type of mail will be undeliverable.
- There will be an additional cost for the design of the new citation that contains the current information needed as well as the pictures of the violator on the citation.

- If the program is to be administered by a nonprofit organization, it may be an insurmountable task to find adequate resources to complete the work as it may be time consuming for them.
- ***The length of the yellow signal will be a programming problem. Whatever time a vehicle (truck) enters the intersection will determine if they will clear it before the steady red signal is activated. e.g. If the truck enters the intersection a half second before the steady red is displayed, the signals are not able to be automatically reprogrammed to wait for the truck to clear before turning red.***
- The effective date of this bill will not give enough time for a system as is described in this bill for a program to be ready to commence its operation. Research, contracts, and tweaking of the law often takes over a year. If this is a three year project, by the time the research and contracts are fulfilled and a warning period is given, the effect of this bill will only be for a year.

The DOT supports the intent of such a program, but needs to be given the time to research and plan the operation and tweak the law if necessary. The most important issues of this program is funding and public opinion.

Thank you for the opportunity to provide testimony.

From: mailinglist@capitol.hawaii.gov
To: [TRA Testimony](#)
Cc: chad@hbl.org
Subject: Submitted testimony for SB1160 on Feb 12, 2015 14:45PM
Date: Wednesday, February 11, 2015 1:30:38 PM

SB1160

Submitted on: 2/11/2015

Testimony for TRA/PSM on Feb 12, 2015 14:45PM in Conference Room 229

Submitted By	Organization	Testifier Position	Present at Hearing
Chad Taniguchi	Hawaii Bicycling League	Support	Yes

Comments: Aloha TRA/PSM Committee Chair and Members: Red light cameras are an effective supplement to our county police departments who cite red light runners, thereby preventing deadly crashes on our streets. Red light cameras are effective deterrents when well publicized at locations with histories of frequent citations or crashes. Let's use this technology to remind those who violate the law and endanger other road users. Don't run red lights and this law/technology will not affect you. The only people directly affected are those who choose to out their convenience ahead of the safety of others. We have been killing people who walk and bike at high rates. Our goal should be zero deaths on our streets. Let's use technology to help us follow our laws.

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

February 11, 2015

To: Senator Clarence Nishihara, Chair –Senate Committee on Transportation;
Senator Breene Harimoto, Vice Chair; and members of the committee

Senator Will Espero, Chair – Senate Committee on Public Safety,
Intergovernmental and Military Affairs; Senator Rosalyn H. Baker, Vice Chair;
and members of the committee

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

Re: Senate Bill 1160 – Relating to Highway Safety

I am Carol McNamee, speaking in support of Senate Bill 1160 on behalf of the membership of MADD Hawaii. This bill establishes a three year pilot photo red-light imaging detector system which may be implemented by any of the counties.

Being vitally interested in highway safety, the members of MADD Hawaii endorse measures to to protect our citizens by making enforcement of traffic laws more effective. The organization believes that Hawaii – or at least Honolulu County – should join the 469 other states and communities that are reducing crashes through the implementation of photo red-light detector systems.

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. (IIHS – 2012)

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 Photo Red Light Imaging Detection enforcement tool has received the backing of the National Highway Traffic Safety Administration, which claims the systems have been effective in reducing intersection-related crashes.

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 detection systems, 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 photo red light detection program had been in place.

In the latest study confirming the benefits of red light cameras, researchers at the Insurance Institute for Highway Safety (IIHS) found that red light running rates declined at Arlington, Va., intersections equipped with cameras. The decreases were particularly large for the most dangerous violations, those happening 1½ seconds or longer after the light turned red."This study provides fresh evidence that automated enforcement can get drivers to modify their behavior," says Anne McCartt, senior vice president for research at IIHS and the study's lead author. (*Study released Jan, 2013*)

Although some studies report that there is an increase in rear-end collisions after red-light running detection systems 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 photo red light imaging detection 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 detection systems 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.

MADD encourages the Senate Transportation and Public Safety, Intergovernmental and Military Affairs Committees to pass SB 1160 to increase the safety of Hawaii's roads..

Thank you for the opportunity to testify.

COMMITTEE ON TRANSPORTATION

Honorable Clarence K. Nishimura, Chair
Honorable Breene Harimoto, Vice Chair

COMMITTEE ON PUBLIC SAFETY, INTERGOVERNMENTAL AND
MILITARY AFFAIRS

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

Re: Senate Bill No. 1160 -- Relating to Highway Safety

Thursday, February 12, 2015
Hawaii State Capitol, Conference Room 229
2:45 p.m.

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

My name is Milton Imada. On behalf of my family and myself, we object to stoplight cameras that will start a negative trend of threatening the privacy and peace of mind of our citizens. You ask for five cameras pointed at us today. Will we see fifty in the future? Keep Hawaii a very special place without stop light cameras. More pedestrian accidents happen outside intersections. This Bill fails to mention the jurisdictions that have discontinued stop light cameras because it failed to improve safety and caused more rear end collisions at intersections.

The moneys for stop light cameras can be best served by installing pedestrian activated stop lights and educating the public to look at the approaching vehicle drivers to confirm they see you before stepping into today's overcrowded roadways.

But if you must impose this Bill, we ask you to do a bit more to improve it.

Suggestion No.1 -- Today drivers have long embraced the fairness of vehicles entering an intersection on the yellow light may exit without being cited. You may provide a similar fairness in this Bill by increasing the timing of the yellow light by no less than 8 seconds and maintain only the sensor at the entrance crosswalk.

Suggestion No. 2 -- Addition to this amendment: Section 17. (2) Steady Yellow Indication: (A); provided that the length of the steady yellow indication shall be sufficient to allow any truck **(and bus)** to pass through . . .

Suggestion No. 3 -- Addition to this amendment: Section 17. (3) Steady Red Indication: (A); provided that the steady red indication shall not commence until any truck **(and bus)** has had sufficient time . . .

Thank you.

From: mailinglist@capitol.hawaii.gov
To: [TRA Testimony](#)
Cc: joel@prymis.com
Subject: *Submitted testimony for SB1160 on Feb 12, 2015 14:45PM*
Date: Tuesday, February 10, 2015 8:19:38 AM

SB1160

Submitted on: 2/10/2015

Testimony for TRA/PSM on Feb 12, 2015 14:45PM in Conference Room 229

Submitted By	Organization	Testifier Position	Present at Hearing
Joel dela Cruz	Individual	Oppose	No

Comments:

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Cc: refrey2001@yahoo.com
Subject: *Submitted testimony for SB1160 on Feb 12, 2015 14:45PM*
Date: Tuesday, February 10, 2015 8:54:47 AM

SB1160

Submitted on: 2/10/2015

Testimony for TRA/PSM on Feb 12, 2015 14:45PM in Conference Room 229

Submitted By	Organization	Testifier Position	Present at Hearing
Richard Frey	Individual	Oppose	No

Comments:

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From: mailinglist@capitol.hawaii.gov
To: [TRA Testimony](#)
Cc: terence.mott@gmail.com
Subject: Submitted testimony for SB1160 on Feb 12, 2015 14:45PM
Date: Tuesday, February 10, 2015 10:42:43 AM

SB1160

Submitted on: 2/10/2015

Testimony for TRA/PSM on Feb 12, 2015 14:45PM in Conference Room 229

Submitted By	Organization	Testifier Position	Present at Hearing
Terence Mott	Individual	Support	No

Comments: I am writing in favor of the proposed pilot red light imaging system. I regularly drive on Fort Weaver Road, so pass through 2 of the 5 initial intersections. I additionally drive through both the Beretania/Piikoi and Kapiolani/Keeaumoku intersections. All 4 of these intersections have frequent red light runners and I can see the need for this red light imaging system. I have had experience with a similar system in Korea, where the system was targeted towards speeding. In Korea there was clear signage leading up to these systems and drivers were therefore able to slow down in a safe manner. I recall that one of the issues with the previous "van-cam" system was that the vans were not clearly marked and were parked in random, sometimes hidden, locations. This meant that many drivers were surprised by the vans and would hit their brakes in an unsafe manner in hopes of avoiding a ticket. I notice that the proposal in this bill includes a requirement for clear signage, which is one of the reasons I am in support of this bill.

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Cc: oldskipper1@hotmail.com
Subject: Submitted testimony for SB1160 on Feb 12, 2015 14:45PM
Date: Tuesday, February 10, 2015 9:42:22 PM

SB1160

Submitted on: 2/10/2015

Testimony for TRA/PSM on Feb 12, 2015 14:45PM in Conference Room 229

Submitted By	Organization	Testifier Position	Present at Hearing
Edward Hampton	Individual	Oppose	No

Comments: This is old news. We've tried this before and it caused outrage and solved nothing. The mainland municipalities that had this, for the most part have given up on it. Why are we wasting more tax dollars to revisit it? Move on to something useful please.

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Cc: lottj001@hawaii.rr.com
Subject: Submitted testimony for SB1160 on Feb 12, 2015 14:45PM
Date: Wednesday, February 11, 2015 10:27:33 AM

SB1160

Submitted on: 2/11/2015

Testimony for TRA/PSM on Feb 12, 2015 14:45PM in Conference Room 229

Submitted By	Organization	Testifier Position	Present at Hearing
JONATHAN LOTT	Individual	Support	No

Comments: Aloha Senator Nishihara and members of the Transportation Committee. I strongly support this measure. As a pedestrian and cyclist (no longer a car owner) I am amazed at the brazen disregard for basic traffic safety laws I witness up close daily, which is worsening in recent years with the rise in levels of congestion and consequent frustration. The most dangerous violation, which has become commonplace, is running red lights--oftentimes under full acceleration. One can no longer assume that a green light is the signal to "Go." This violation is one of the easiest to enforce, especially with the aid of technology. It is also will be a great example of enforcement in the necessary effort to reestablish respect for traffic laws and responsible operation of motor vehicles. Please pass a form of this law! Mahalo, Jon Lott, Waikiki carless by choice for 10 years

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Cc: ramironoguerol@hotmail.com
Subject: *Submitted testimony for SB1160 on Feb 12, 2015 14:45PM*
Date: Wednesday, February 11, 2015 1:08:37 PM

SB1160

Submitted on: 2/11/2015

Testimony for TRA/PSM on Feb 12, 2015 14:45PM in Conference Room 229

Submitted By	Organization	Testifier Position	Present at Hearing
Ramiro Noguero	Individual	Oppose	No

Comments:

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Cc: brendon@hbl.org
Subject: Submitted testimony for SB1160 on Feb 12, 2015 14:45PM
Date: Wednesday, February 11, 2015 2:31:57 PM

SB1160

Submitted on: 2/11/2015

Testimony for TRA/PSM on Feb 12, 2015 14:45PM in Conference Room 229

Submitted By	Organization	Testifier Position	Present at Hearing
Brendon Hanna	Individual	Support	No

Comments: Chair Nishihara, I would like to weigh in with full support for this measure, as I have noticed a gradual increase over recent years of drivers running through lights as they change from yellow to red. Strict enforcement with respect to red lights will have several other benefits. In particular, it will encourage drivers to slow down generally, and to be more aware of the surrounding traffic environment. Another aspect is additional incentive for drivers to actually stop at red lights when turning right. I often see drivers who merely "slow and go" as they turn right on red. This practice is extremely dangerous for pedestrians, and collisions involving pedestrians are currently on the increase. My understanding is that red light enforcement cameras used in other states have led to reduced levels of violations, and I strongly support their introduction here in Hawaii. Thank you, Brendon Hanna

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Cc: anthuriumz@hotmail.com
Subject: Submitted testimony for SB1160 on Feb 12, 2015 14:45PM
Date: Wednesday, February 11, 2015 3:08:59 PM

SB1160

Submitted on: 2/11/2015

Testimony for TRA/PSM on Feb 12, 2015 14:45PM in Conference Room 229

Submitted By	Organization	Testifier Position	Present at Hearing
wynnie hee	Individual	Support	No

Comments: I LIKED the traffic cameras! I LIKED drivers driving the speed LIMIT and NOT RUNNING RED LIGHTS. Stand at a busy intersection for 10 minutes and COUNT how many drivers run RED lights... Please pass this bill.

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Cc: alohabettylou@hotmail.com
Subject: Submitted testimony for SB1160 on Feb 12, 2015 14:45PM
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SB1160

Submitted on: 2/11/2015

Testimony for TRA/PSM on Feb 12, 2015 14:45PM in Conference Room 229

Submitted By	Organization	Testifier Position	Present at Hearing
Betty Lou Larson	Individual	Support	No

Comments: I support this bill. Running red lights is a danger to other cars, pedestrians, bicyclists etc. This project would promote safety.

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Written Testimony Presented Before the
Senate Committee on Transportation and
Senate Committee on Public Safety, Intergovernmental and Military Affairs
Thursday, February 12, 2015 at 2:45 p.m.
Carl Clapp

SB1160 – RELATING TO HIGHWAY SAFETY

Chairs Nishihara and Espero, Vice Chairs Harimoto and Baker, and members of the Committees:

I am writing to express my strong support for Senate Bill 1160. This bill establishes a three-year pilot photo red light imaging detector system program.

I use our roads to bicycle between 20 and 30 miles a day commuting to and from work and riding recreationally on weekends. People across Hawaii are increasingly choosing to walk and bicycle. The unsafe conditions of our roads are documented by the high number of vehicle accidents, pedestrian and bicyclist fatalities, and serious injuries. According the state Department of Health, there's been around 30 pedestrian and bicyclist fatalities and 600 serious injuries per year in recent years.

Running red lights is a significant danger to not just bicyclists, but all roadway users. Camera enforcement of red lights is in place in many states and other countries and has proven effective in reducing red light violations. The general consensus of the studies is that the red light cameras improve the overall safety of intersections where they are used. Overall results show reduction in angle crashes, a small increase in rear-end crashes, with some evidence of a “spillover” effect of reduced red light running to other intersections within a jurisdiction.

Let's do all we can to make Hawaii's roads as safe as possible. This three-year pilot will allow the State to collect data and make informed decisions related to the ability for this program to enhance the safety of our roads.

Thank you for the opportunity to provide written testimony.