

The Judiciary, State of Hawai'i

Testimony to the House Committee on Finance

Representative Sylvia Luke, Chair
Representative Ty J. K. Cullen, Vice Chair

Tuesday, April 4, 2017, 3:00 p.m. (Agenda #4)
State Capitol, Conference Room 308

By

Calvin C. Ching
Deputy Chief Court Administrator, District Court of the First Circuit

WRITTEN TESTIMONY ONLY

Bill No. and Title: Senate Bill No. 221, S.D. 2, H.D. 1, Relating to Highway Safety.

Purpose: Establishes the Photo Red Light Imaging Detector Systems Program. Authorizes counties to administer the program. Requires proceeds of fines to be expended in the county from which they were collected for operation of the program. Makes an appropriation. Establishes Red Light Running Committee.

Judiciary's Position:

The Judiciary takes no position on the merits of Senate Bill No. 221, S.D. 2, H.D. 1. However, the Judiciary respectfully offers the following concerns:

The bill calls for the form of the summons or citation to be "adopted or prescribed by the administrative judge of the district courts and shall be printed on a form commensurate with the form of other summonses or citations used in modern methods of arrest...". However, most traffic citations currently used by the police department include carbons. The carbon copy is given to the motorist and the original is submitted to district court to initiate the case. In Fiscal Year 2016 the traffic citation book for traffic infractions cost \$70,682.63. Adding a photograph of the driver for the red light imaging system will most likely require an entirely new type of

summons or citation. The bill as currently written does not indicate if the county will be paying for the summons or citation.

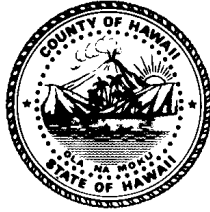
The bill does not address how the courts will be sent information when the summons or citation is issued by the county agency. If the summons or citations will be electronically sent to the courts, the Judiciary would have to ensure that the software used by the counties will be compatible with the current Judiciary Information Management System (JIMS). Any potential modifications to JIMS would require additional appropriations and time.

The bill calls for the summons or citations to be issued to the registered owners of the offending vehicle. However, the governmental body responsible for the managing of the motor vehicle registrations is not always current with its vehicle registrations and there are always pending vehicle transfer transactions. These pending transfers may result in the summons, or citations, being mailed to the previous owners causing discrepancies which puts a tremendous burden on the District Court staff. Should the defendant contest the summons or citation by either submitting written statements or by making requests for court hearings, District Court staff will need to prepare these written statements for review or schedule the cases for court hearings.

The bill would require that the fines collected for the photo red light summons or citation be deposited into a photo red light imaging detector systems program account. As these fines will be different from other traffic citations, the Judiciary will need to determine fiscal implications that may be caused by this new system. New procedures may need to be created to ensure that the fines are transferred to the account while the administrative fee and other fees are correctly transmitted.

Thank you for the opportunity to provide comments on this measure.

Harry Kim
Mayor



Wil Okabe
Managing Director

Barbara J. Kossow
Deputy Managing Director

County of Hawai'i Office of the Mayor

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April 3, 2017

Representative Sylvia Luke, Chair
Committee on Finance
Hawai'i State Capitol
Honolulu, HI 96813

Dear Chair Luke and Committee Members:

**RE: SB 221, SD2, HD1
Relating to Highway Safety**

Thank you for this opportunity to testify in support of SB 221, SD2, HD1.

As we understand the intent of this bill, it is to give the counties the option of implementing a photo red light program. Our attorneys have raised one concern: that the language of Part III, Section -2 ("There is established the photo red light imaging detector systems program...") and Section -3 ("Each county may establish and implement...") might be read to mean that if a county does not exercise its option, someone else could (perhaps the State, or even some other entity).

We would suggest that Section -2 is unnecessary and redundant, and should be deleted to better reflect the intent of the legislation.

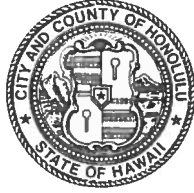
We would welcome having the choice offered in SB 221, SD2, HD1, and therefore urge passage of a photo red light program with the suggested amendment.

Respectfully submitted,

Harry Kim
Mayor

POLICE DEPARTMENT
CITY AND COUNTY OF HONOLULU

801 SOUTH BERETANIA STREET · HONOLULU, HAWAII 96813
TELEPHONE: (808) 529-3111 · INTERNET: www.honolulu-pd.org



KIRK CALDWELL
MAYOR

~~LOUIS M. KEALOHU~~
CHIEF

CARY OKIMOTO
JERRY INOUE
DEPUTY CHIEFS

OUR REFERENCE KI-GR

April 4, 2017

The Honorable Sylvia Luke, Chair
and Members
Committee on Finance
House of Representatives
Hawaii State Capitol
415 South Beretania Street, Room 308
Honolulu, Hawaii 96813

Dear Chair Luke and Members:

SUBJECT: Senate Bill No. 221, S.D. 2, H.D. 1, Relating to Highway Safety

I am Kerry Inouye, Major of the Traffic Division of the Honolulu Police Department (HPD), City and County of Honolulu.

The HPD supports Senate Bill No. 221, S.D. 2, H.D. 1, Relating to Highway Safety.

The passage of this bill will decrease the number of red light violations that go undetected, thereby reducing the likelihood of collisions that may result in death or serious bodily injury.

The HPD urges you to support Senate Bill No. 221, S.D. 2, H.D. 1, Relating to Highway Safety.

Thank you for the opportunity to testify.

APPROVED:

Sincerely,


Cary Okimoto
Acting Chief of Police


Kerry Inouye, Major
Traffic Division

April 4, 2017

Representative Sylvia Luke, Chair
Representative Ty J.K. Cullen, Vice Chair
Committee on Finance

**RE: SB 221 – Automated Red Light Camera Enforcement
SUPPORT IF AMENDED**

Dear Chair Luke, Vice Chair Cullen and Members of the Finance Committee:

AAA Hawaii was founded in 1915 in Honolulu and is a leader in motorist services and a strong advocate for traffic safety. With more than 157,000 members, service to and the safety of our members, other motorists, and all road users is our founding and continuing purpose.

Our position, in general, about the use of advanced technology and automated enforcement devices is based on our belief that the introduction of new technologies and practices to improve traffic safety are usually more effective, successful, and receive public acceptance if the effort is focused on measurable improvements to real and identifiable traffic safety problems, and include adequate safeguards to prevent potential abuse. Use of the devices for other purposes, such as generating revenue, will result in public opposition to their use and will erode their effectiveness.

Many studies document the safety benefits of red light camera systems. Results vary, but most studies show reductions in traffic crashes. However, some studies also indicate a change in accident patterns where the number of more dangerous broadside crashes have been reduced, but there have been increases in the often less dangerous rear-end type collisions caused by drivers coming to sudden stops at the end of a yellow phase when they might have normally proceeded through the intersection absent an automated enforcement device.

In 2003, a National Cooperative Highway Research Program synthesis of numerous studies conducted by the Transportation Research Board concluded that "[red light camera] automated enforcement can be an effective safety countermeasure." It further stated that "from the findings of several studies, in general, [red light] cameras can bring about a reduction in the more severe angle crashes with, at worst, a slight increase in less severe rear-end crashes." However, the study noted that "there is not enough empirical evidence based on proper experimental design procedures to state this conclusively."

1130 N. Nimitz Highway, Suite A170, Honolulu, HI 96817

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The mixed safety improvement results offered by various studies make the selection of intersections where the cameras will be deployed and other criteria critical in the successful deployment and use of these programs.

Based on studies and experiences of other states that have deployed these devices, we would like to offer the following amendments for your consideration and inclusion in HB 736.

No Fee per Citation – There should be no relation between the number of citations issued by these systems and the financial compensation to the private vendors who install them. Vendors should be paid a negotiated lump sum amount regardless of the number of citations that the system.

Amber Phase Timing – An adequate and uniform yellow change interval calculated, implemented, and maintained based on sound traffic engineering principles, preferably the ITE standard on yellow light timing, is important for all intersections, but crucial in implementation of red light cameras. Other states' experiences have shown that lack of adequate yellow light timing can result in abuses, which, in turn, create public opposition to red light cameras. Inadequate yellow light timing can also increase crash risks by shortening the amount of time drivers have to respond to changing signals.

Location Selection – Selection of locations where these devices are installed should be based on real and quantifiable needs, such as rate of crashes caused by red light running violations, not simply because they are high traffic volume intersections. Selection of any location should also follow full due diligence to explore all other applicable traffic engineering modifications to improve traffic safety at the intersection (e.g., including an all-red phase in the traffic light cycle), before an automated enforcement device is installed. We believe this is an important criterion when red light programs are being considered.

Installation Approval Process – An important safeguard is also the requirement that the authorization for location selection and installation of red light cameras be done by an elected legislative body at the city or county level pursuant to a public hearing where members of the public can be heard. No administrative authority should be given to technical staff for either the selection of locations or the installation of the red light cameras without going through the public hearing process and seeking elected legislative body approvals.

Right-on-Red Violations – There is potential for abuse of red light cameras in issuing citations for right-on-red (ROR) violations. At most intersections, slowing, but not coming to full-stop, on red when making right turns, is not a serious traffic hazard, albeit still a "per se" violation and potentially dangerous for pedestrians. ROR tickets account for 60-70% of all tickets issued by automated devices in some states, where the ROR violations were not the primary safety reason for installing cameras and did not account for a measurable proportion of traffic crashes.



These abuses can create pushback in many communities resulting in either the elimination of the automated enforcement programs altogether or suspending their use for ROR violations. We believe that automated ROR enforcements should be limited only to locations where there are demonstrated pedestrian crossing safety issues that need to be mitigated.

Public Information – Comprehensive public information and education about the introduction of these systems is essential, including adequate publicity about their introduction. In addition, drivers should be given a grace period, (e.g., 30 days is often used) when a red light camera system is installed, during which the system does not issue citations but rather sends a warning to the violators. Recent court decisions in other states have held that each intersection must have its own grace period. It is best to establish that requirement in Hawaii as well.

Thank you for your consideration of our proposed amendment. We will be happy to further discuss these issues with you and your staff.

Sincerely,

Liane Sumida

Liane Sumida
General Manager





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

April 4, 2017

To: Representative Sylvia Luke, Chair –House Committee on Finance;
Representative Ty J.K. Cullen, Vice Chair; and members of the committee

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

Re: Senate Bill 221, SD2,HD1 – Relating to Highway Safety

We are writing in strong support of Senate Bill 221,SD2, HD1 on behalf of the membership of MADD Hawaii. This bill establishes a photo red-light imaging detector system which would be administered by the counties. MADD also strongly agrees that a Red Light Running committee should be established for additional research and implementation procedures.

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’s counties should join the 423 communities across the country 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.

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. More and more often we see the potential for horrendous crashes as vehicles speed through intersections long after the signal has turned red. 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.

In a 2016 report, the Institute for Highway Safety reports the following in answer to the question whether Red Light Cameras reduce highway crashes and injuries:

“Yes. A 2016 Institute study comparing large cities with red light cameras to those without found the devices reduced the fatal red light running crash rate by 21 percent and the rate of all types of fatal crashes at signalized intersections by 14 percent.”¹⁹

The same study also looked at what happens when communities end the use of red light cameras. In 14 cities that shut down their programs during 2010-14, the fatal red light running crash rate was 30 percent higher than would have been expected if they had left the cameras on. The rate of fatal crashes at signalized intersections was 16 percent higher.

Previous IIHS research in Oxnard, Calif., found significant citywide crash reductions followed the introduction of red light cameras, and injury crashes at intersections with traffic signals were reduced by 29 percent.²⁰ Front-into-side collisions — the crash type most closely associated with red light running — at these intersections declined by 32 percent overall, and front-into-side crashes involving injuries fell 68 percent.

An Institute review of international red light camera studies concluded that cameras reduce injury crashes by 25-30 percent.¹⁷ The Cochrane Collaboration, an international public health organization, reviewed 10 controlled before-after studies of red light camera effectiveness.²¹ Based on the most rigorous studies, there was an estimated 13-29 percent reduction in all types of injury crashes and a 24 percent reduction in right-angle injury crashes.”

MADD encourages the House Finance Committee, to pass SB 221, SD2,HD1 to increase the safety of Hawaii’s roads..

Thank you for the opportunity to submit testimony.

From: mailinglist@capitol.hawaii.gov
Sent: Monday, April 3, 2017 3:26 PM
To: FINTestimony
Cc: chad@hbl.org
Subject: *Submitted testimony for SB221 on Apr 4, 2017 15:00PM*

SB221

Submitted on: 4/3/2017

Testimony for FIN on Apr 4, 2017 15:00PM in Conference Room 308

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

Comments:

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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From: mailinglist@capitol.hawaii.gov
Sent: Sunday, April 2, 2017 12:39 PM
To: FINTestimony
Cc: david@kingdonconsulting.com
Subject: Submitted testimony for SB221 on Apr 4, 2017 15:00PM

SB221

Submitted on: 4/2/2017

Testimony for FIN on Apr 4, 2017 15:00PM in Conference Room 308

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

Comments: As a paramedic and injury prevention specialist, I strongly support any way to improve and expand enforcement of signalized intersections. Red light running has become a deadly social norm in Hawaii, and this trend must be reversed. Please reference my earlier testimony for details. Thank you for your consideration.

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From: mailinglist@capitol.hawaii.gov
Sent: Monday, April 3, 2017 12:40 PM
To: FINTestimony
Cc: victor.ramos@mpd.net
Subject: *Submitted testimony for SB221 on Apr 4, 2017 15:00PM*

SB221

Submitted on: 4/3/2017

Testimony for FIN on Apr 4, 2017 15:00PM in Conference Room 308

Submitted By	Organization	Testifier Position	Present at Hearing
Victor K. Ramos	Individual	Support	No

Comments:

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TO: Members of the Committee on Finance

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

HEARING: 3 p.m. Tuesday, April 4, 2017

SUBJECT: SB 221, SD2, HD1 Red Light Photo Imaging - **OPPOSED**

Aloha Chair and Committee Members,

Thank you for allowing me the opportunity to provide testimony on SB 221, SD2, HD1, which would create a red light photo imaging program. I oppose this bill and urge you to vote “no.”

Our legal system was built on the premise that people are innocent until proven guilty. **This bill states that people are guilty until they prove themselves innocent. It therefore erodes the very foundation of our legal system.**

In addition, there is no guarantee that this program would create safer roads. It very likely may, however, increase the number of rear end crashes.

Please vote **“no”** on this.

DAVID Y. IGE
GOVERNOR



LATE

WESLEY K. MACHIDA
DIRECTOR

LAUREL A. JOHNSTON
DEPUTY DIRECTOR

EMPLOYEES' RETIREMENT SYSTEM
HAWAII EMPLOYER-UNION HEALTH BENEFITS TRUST FUND
OFFICE OF THE PUBLIC DEFENDER

STATE OF HAWAII
DEPARTMENT OF BUDGET AND FINANCE
P.O. BOX 150
HONOLULU, HAWAII 96810-0150

ADMINISTRATIVE AND RESEARCH OFFICE
BUDGET, PROGRAM PLANNING AND
MANAGEMENT DIVISION
FINANCIAL ADMINISTRATION DIVISION
OFFICE OF FEDERAL AWARDS MANAGEMENT (OFAM)

WRITTEN ONLY
TESTIMONY BY WESLEY K. MACHIDA
DIRECTOR, DEPARTMENT OF BUDGET AND FINANCE
TO THE HOUSE COMMITTEE ON FINANCE
ON
SENATE BILL NO. 221, S.D. 2, H.D. 1

April 4, 2017
3:00 p.m.
Room 308

RELATING TO HIGHWAY SAFETY

Senate Bill No. 221, S.D. 2, H.D. 1, establishes the Photo Red Light Imaging Detector Systems Program, administered by the counties, to help improve the enforcement of the traffic signal laws. This bill establishes a Photo Red Light Imaging Detector Systems Program Special Fund, administered by the Department of Transportation (DOT), into which shall be paid revenues collected pursuant to this chapter. All proceeds of fines shall be expended in the county from which they were collected for the establishment, operation, management and maintenance of a photo red light imaging detector system. This bill appropriates and allocates an unspecified amount of general funds for the four counties (City and County of Honolulu, County of Maui, County of Hawaii, and County of Kauai) for establishing the red light imaging detector systems program.

The Department of Budget and Finance, as a matter of general policy, does not support the creation of any special fund which does not meet the requirements of Section 37-52.3, HRS. Special funds should: 1) serve a need as demonstrated by the purpose, scope of work and an explanation why the program cannot be implemented

successfully under the general fund appropriation process; 2) reflect a clear nexus between the benefits sought and charges made upon the users or beneficiaries or a clear link between the program and the sources of revenue; 3) provide an appropriate means of financing for the program or activity; and 4) demonstrate the capacity to be financially self-sustaining. In regards to Senate Bill No. 221, S.D. 2, H.D. 1, it is difficult to determine if the proposed special fund would be self-sustaining because the cost for a vendor to operate the program and the proposed fines are unknown.

Further, there is no special fund appropriation to support the program as envisioned in the bill.

Thank you for your consideration of our comments.



From: mailinglist@capitol.hawaii.gov
Sent: Monday, April 3, 2017 3:42 PM
To: FINTestimony
Cc: cspellman@hawaii.rr.com
Subject: *Submitted testimony for SB221 on Apr 4, 2017 15:00PM*

SB221

Submitted on: 4/3/2017

Testimony for FIN on Apr 4, 2017 15:00PM in Conference Room 308

Submitted By	Organization	Testifier Position	Present at Hearing
CSpellman	Individual	Support	No

Comments:

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LATE

From: David C <pahoa68@hotmail.com>
Sent: Monday, April 3, 2017 5:27 PM
To: FINTestimony
Subject: regarding SB 221 SD2 HD1--red light traffic cameras

To: Members of the House Committee On Finance

From: David Chong

Re: SB 221, SD2, HD1

Regarding the red light camera bill SB221 SD2 HD1, I walk to work every night, and so far this year, late at night, I've seen 3 cars go through red lights as I was walking towards the intersections. They weren't driving along and then went through a red light. No, they were actually stopped at the intersection, looked both ways and then went through the intersection before I crossed them. My light was green, so I know their light was red. This happened once in January at the Punahou/Wilder intersection after midnight--it was a white Mercedes and I heard them laughing as they crossed the intersection. And just last week, it happened again--twice, and right on my street--Kewalo Street. I was coming home from Safeway at around 1 am. I walked up Piikoi, then turned right on Wilder Avenue and I was walking on the mauka side of Wilder, and a black car pointing makai that was stopped at the intersection went straight through. And that didn't make sense, because of where the car was ultimately heading. I wanted to see where that car went, so I watched that car go all the way down Kewalo street and then turn right on Lunalilo Street by the freeway overpass. Lunalilo street is a one-way street, so that car could instead have easily turned right at the corner of Kewalo/Wilder and then left on the green light at the next intersection (Liholiho street/Wilder) that also intersects with Lunalilo, and not broken any laws. Then two days later, at around 1 am, another car that was pointing mauka at the corner of Liholiho Street/Wilder turned left against the red light, right in front of me, as I was entering the crosswalk. That stuff gets me angry, I was ready to whack his car with my big umbrella as he was passing by.

In my whole life here, I've never seen it this bad before, with people blatantly disregarding the law. I've become gun shy, because late at night, when I'm crossing the intersection by myself and a car is stopped against the red light, I get this creepy feeling when I walk in front of them, having seen so many cars go right through the red light. If they're used to going through red lights and I'm not wearing something bright colored, they might not see me and go right through the red light. In fact, late at night, I just wait until there are no cars at all, and then cross, because I don't trust the traffic lights anymore.

So please do what you can to get SB 221 to pass this session. If drivers know they can get a ticket from a traffic cam, it will stop this behavior.

Sincerely,
David Chong
1642 Kewalo Street Apt. 303
Honolulu, HI 96822



Testimony by:
FORD N. FUCHIGAMI
DIRECTOR

Deputy Directors
JADE T. BUTAY
ROSS M. HIGASHI
EDWIN H. SNIFFEN
DARRELL T. YOUNG

IN REPLY REFER TO:

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

April 4, 2017
3:00 p.m.
State Capitol, Room 308

S. B. 221, S.D.2, H.D.1
RELATING TO HIGHWAY SAFETY

House Committee on Finance

The Department of Transportation (DOT) strongly **supports** S.B. 221, S.D. 2, H.D. 1 relating to highway safety. This bill will establish a 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. Additional resources will be necessary and will not be an easy task for the counties and the department.

Section 2 of this bill provides that the DOT establish a "red light running" committee for the purpose of reviewing all of the mechanics of red light system and recommend any necessary amendments that would be considered during the 2018 legislative session. To help facilitate this legislative mandate, the DOT asks for your consideration in appropriating monies within Section 2 of this bill for the purpose of providing funding for committee members from the neighbor islands to Oahu, if necessary, to meet and discuss the specifics relating to the "red light running" program and provide a venue to meet.

The DOT strongly supports such a program, but needs and requests the opportunity to work with the Counties and public on implementing a successful program. The most important issues of this program is funding and public opinion.

Thank you for the opportunity to provide testimony.



Office of the Public Defender State of Hawaii



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

April 4, 2017, 3:00 p.m.

LATE

S.B. No. 221, SD2, HD1: RELATING TO HIGHWAY SAFETY

Chair Luke and committee members:

The Office of the Public Defender opposes S.B. 221, SD2, HD1.

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

Per 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 must consider is the cost of implementing a photo red light program. The 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? The difference between photo red light detection and the speeding vans is that prior to the implementation of photo red light detection, monies must be spent up front, for the fixed cameras and embedded sensors. 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, Arizona and Louisiana, 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 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. Studies have shown that lengthening a yellow light by even one second will have a significant impact on reducing red light violations and traffic accidents. Extending the yellow light and creating a short delay between the red and green light is more effective than photo red light enforcement, and does not cost the taxpayer any money. A photo red light detection system will not pay for itself. The result is that the system will be funded by taxpayers’ year after year.

It seems as if every few years, photo red light enforcement legislation is introduced, without success. The number one reason for the implementation of this kind of system is to make money for its vendor. We oppose the passage of S.B. No. 221, SD2, HD1. Thank you for the opportunity to be heard on this matter.