



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

March 22, 2017
9:30 a.m.
State Capitol, Room 423

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

House Committee on Transportation

The Department of Transportation (DOT) strongly **supports** S.B. 221, S.D. 2 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.

DAVID Y. IGE
GOVERNOR



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 TRANSPORTATION
ON
SENATE BILL NO. 221, S.D. 2

March 22, 2017
9:30 a.m.
Room 423

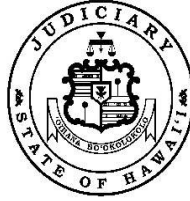
RELATING TO HIGHWAY SAFETY

Senate Bill No. 221, S.D. 2, 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 account within the general fund, 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 takes no position on this bill, but has a concern regarding Section 3, subsection 12, which establishes a Photo Red Light Imaging Detector Systems Program account within the general fund. As a matter of general policy, we do not support the establishment of a special account within the

general fund, as general funds should be unrestricted in its use. Further, it is unclear who would be responsible for managing the special account.

Thank you for your consideration of our comments.



The Judiciary, State of Hawai‘i

Testimony to the Twenty-Ninth State Legislature, 2017 Session

House Committee on Transportation
Representative Henry J. C. Aquino, Chair
Representative Sean Quinlan, Vice Chair

Wednesday, March 22, 2017, 9:30 a.m.
State Capitol, Conference Room 423

By

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

Bill No. and Title: Senate Bill No. 221, S.D. 2, 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. However, the Judiciary respectfully requests to be included as a member of the Red Light Running Committee and 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 books 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.

In light of the concerns raised above, the Judiciary respectfully requests that the Deputy Chief Court Administrator for the District Court of the First Circuit or their designee be included as a member of the Red Light Running Committee tasked with the review of this measure, if enacted into law.

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

DAVID Y. IGE
GOVERNOR



RODERICK K. BECKER
Comptroller

AUDREY HIDANO
Deputy Comptroller

STATE OF HAWAII
DEPARTMENT OF ACCOUNTING AND GENERAL SERVICES
P.O. BOX 119, HONOLULU, HAWAII 96810-0119

WRITTEN TESTIMONY OF
RODERICK K. BECKER, COMPTROLLER
DEPARTMENT OF ACCOUNTING AND GENERAL SERVICES
TO THE
HOUSE COMMITTEE ON TRANSPORTATION
ON
MARCH 22, 2017
9:30 A.M.
CONFERENCE ROOM 423

S.B. 221, S.D. 2

RELATING TO HIGHWAY SAFETY.

Chair Aquino, Vice Chair Quinlan, and members of the Committee, thank you for the opportunity to provide written testimony on S.B. 221, S.D. 2.

The Department of Accounting and General Services (DAGS) appreciates the intent of the measure and offers the following comment for the committee's consideration.

Part III, proposed section 12 of the new chapter states that there is established a "special account within the general fund" into which shall be paid revenues collected pursuant to the new chapter. As there are no "special accounts" within the general fund, DAGS believes it would be more appropriate to create a special fund rather than a special account within the general fund. Section 37-62, Hawaii Revised Statutes, defines special funds as funds which are dedicated or set aside by law for a specified object or purpose.

Thank you for the opportunity to provide written testimony on this matter.



Office of the Public Defender State of Hawaii



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

March 22, 2017, 9:30 a.m.

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

Chair Aquino and committee members:

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

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.

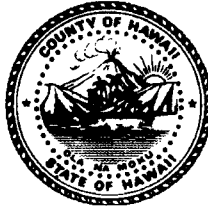
Another factor this committee must consider is the cost of implementing a photo red light program. The public has already voiced its outspoken opposition to photo speed detection systems. Do we have the public's support for such a program? What happens after the public demands that this program be disbanded, 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. Thank you for the opportunity to be heard on this matter.

Harry Kim
Mayor



Wil Okabe
Managing Director

Barbara J. Kossow
Deputy Managing Director

County of Hawai'i

Office of the Mayor

25 Aupuni Street, Suite 2603 • Hilo, Hawai'i 96720 • (808) 961-8211 • Fax (808) 961-6553
KONA: 74-5044 Ane Keohokalole Hwy., Bldg. C • Kailua-Kona, Hawai'i 96740
(808) 323-4444 • Fax (808) 323-4440

March 20, 2017

Rep. Henry J.C. Aquino, Chair
Committee on Transportation
Hawai'i State Capitol
Honolulu, HI 96813

Dear Chair Aquino and Members:

**RE: SB 221
Relating to Highway Safety**

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

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 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).

If it is made crystal clear that the option is with the county, and only with the county, we believe this is a good initiative. The clarification could be in the committee report or in the bill itself.

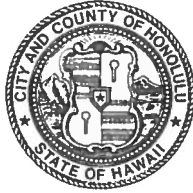
We would welcome having such choice, and therefore urge passage of a photo red light program.

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.org



KIRK CALDWELL
MAYOR

~~LOUIS M. KEALOHA~~
CHIEF

CARY OKIMOTO
JERRY INOUE
DEPUTY CHIEFS

OUR REFERENCE KI-GR

March 22, 2017

The Honorable Henry J. C. Aquino, Chair
and Members
Committee on Transportation
House of Representatives
Hawaii State Capitol
415 South Beretania Street, Room 423
Honolulu, Hawaii 96813

Dear Chair Aquino and Members:

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

Thank you for the opportunity to testify.

APPROVED:

A handwritten signature in black ink, appearing to be "Cary Okimoto", written over a horizontal line.

Cary Okimoto
Acting Chief of Police

Sincerely,

A handwritten signature in black ink, appearing to be "Kerry Inouye", written over a horizontal line.

Kerry Inouye, Major
Traffic Division

March 22, 2017

Representative Henry J.C. Aquino, Chair
Representative Sean Quinlan, Vice Chair
Committee on Transportation

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

Dear Chair Aquino, Vice Chair Quinlan and Members of the Ways and Means 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.

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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

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

Auto Club Enterprises provides service to more than 14 million members



**ADDRESS**

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Testimony in **SUPPORT of SB221**
RELATING TO TRAFFIC SAFETY (RED LIGHT CAMERAS)
House Transportation Committee, Rep. Henry J.C. Aquino, Chair; Rep. Sean Quinlan, Vice Chair
March 22, 2017 9:30am CR 423

Chad Taniguchi, executive director, Hawaii Bicycling League

The Hawaii Bicycling League strongly supports SB221SD2 providing for red light cameras. As Kamehameha said in his Law of the Splintered Paddle, everyone has the right to be safe on Hawaii's roads. The punishment for those who violated his law was death, *make*. Drivers who can kill with careless driving need to be controlled through enforcement. Red light cameras provide 24/7 impartial, certain enforcement and are always on the job.

HLB visited a red light enforcement city in 2013, Culver City, CA., to learn how a good photo enforcement system works. Best practices suggested by AAA are in place and help make the photo enforcement program fair and successful: vendors are paid flat fees independent of the number of tickets issued, police officers approve the final ticket as if they are on the street and witness the violation, cameras are placed at locations where red light crashes and violations are demonstrated, motorists are warned of the cameras, funds are used for safety and awareness programs. SB221 provides a committee mechanism to use best practices in Hawaii's program.

I have supported red light cameras for many years because I know people who obey the laws when police are around may act differently when police are gone. On October 22, 2014 at 3pm I was nearly killed by a distracted driver who ran the red light at 40-50 mph through the Punchbowl midblock crosswalk between city hall and the state capitol mall. I was in the crosswalk. Green light in my favor.

As I entered the crosswalk on my bike I looked to see if drivers were stopping. The first two makai-bound lane drivers stopped, but the third lane driver kept coming fast. I braked, jumped off my bike and scrambled backwards as the car fishtailed in my direction. The car missed me close to my left and came to rest 100 feet away near King St.

I was stunned. I was totally helpless the driver did not stop. Shook up and angry at nearly being killed, I then walked on the sidewalk toward the driver.

A state sheriff who saw the incident had lights flashing. Yet the sheriff didn't even get out of his car. He talked to the driver through his window for a few seconds then drove off. I asked the driver what happened? She just looked distraught and said she was sorry, she didn't even see the stop light.

Sorry? That's what families of victims hear all the time. But what good is being sorry? A life is destroyed or forever altered by injury. I gave her my card and asked her to write a public testimonial saying how badly she felt to have nearly killed me, what she was doing that she didn't notice the light, and what she would do to prevent running a red light in the future. I never heard from her again.

A red light camera system at that intersection may have warned and deterred motorists from speeding or being careless. The photo would have caught the driver and generated a ticket for an officer to send out. No need to depend on an officer to happen to be there, and, if there, to decide to issue a ticket or not. Most likely the cameras would have prevented the red light running. Had I been hit, however, the camera could have documented the driver at fault for a negligent homicide proceeding.

We need to stop the epidemic of highway slaughter and put in mechanisms that will push us to Vision Zero, a future where no one dies on our highways.



Maui Metropolitan Planning Organization

Maui Metropolitan Planning Organization (Maui MPO)
200 South High Street, Wailuku, HI 96793
(808) 270-8216

Testimony of the Maui MPO
Before the House Committee on Transportation
March 20, 2017

In Consideration of SB221 SD2 Relating to Highway Safety

Aloha Honorable Chair Aquino and committee members:

Maui MPO **supports the intent** of SB221 SD2 and would like to provide the following comments.

The Maui Metropolitan Planning Organization (Maui MPO) is a government agency formed per federal regulations in 2016 by the State of Hawaii and County of Maui to facilitate comprehensive planning for federally-funded or regionally significant transportation systems on the island of Maui. The MPO and its partner agencies develop plans and programs for a multimodal transportation system that facilitates the movement of people and goods.

The Maui MPO Policy Board consists of the State of Hawaii Department of Transportation (HDOT) Director, County Planning Director, County Department of Transportation (MDOT) Director, County Department of Public Works (DPW) Director, and three Maui County Council members. The Policy Board approves key Maui MPO plans and budget documents, including the Transportation Improvement Program (TIP) is the 4-year budget for federal-aid surface transportation projects that will be undertaken on the island of Maui.

The Maui MPO Policy Board met in March 2017 to discuss proposed State legislation that affects metropolitan transportation planning for Maui. The following testimony was approved by vote by the Policy Board at a meeting open to members of the public.

Maui MPO supports the intent of SB221 SD2, which establishes the photo red light imaging detector systems program and authorizes counties to administer the program. The bill requires proceeds of fines to be expended in the county from which they were collected for operation of the program, and makes an appropriation.

The number of vehicles running red lights in Hawaii has increased over the years, endangering the lives of pedestrians, cyclists and motorists. 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, consistent with Maui MPO and partner agency goals to improve roadway safety.

Maui MPO agrees with the State DOT recommendation that a Red Light Running committee be established to include police, prosecutors, city/counties to review this bill and make necessary amendments for the 2018 Legislative Session and the have the bill be effective on January 1, 2019. Maui MPO strongly supports the intent of such a program, but recommends conducting sufficient review by affected agencies to ensure that previous stumbling blocks are corrected and the program can be successfully implemented.

Sincerely,

Lauren Armstrong, Executive Director
Maui MPO

From: mailinglist@capitol.hawaii.gov
Sent: Monday, March 20, 2017 9:43 AM
To: TRNtestimony
Cc: blawaiianlvr@icloud.com
Subject: Submitted testimony for SB221 on Mar 22, 2017 09:30AM

SB221

Submitted on: 3/20/2017

Testimony for TRN on Mar 22, 2017 09:30AM in Conference Room 423

Submitted By	Organization	Testifier Position	Present at Hearing
De MONT R. D. CONNER	Ho'omana Pono, LLC.	Oppose	Yes

Comments: We STRONGLY OPPOSE this bill.

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Mothers Against Drunk Driving HAWAII
745 Fort Street, Suite 303
Honolulu, HI 96813
Phone (808) 532-6232
Fax (808) 532-600
hi.state@madd.org

March 22, 2017

To: Representative Henry Aquino, Chair, House Committee on Transportation;
Rep. Sean Quinlan, Vice Chair; and members of the Committee

From: Carol McNamee and Arkie Koehl, Public Policy Committee, MADD Hawaii

Re: Senate Bill 221 SD 2 — Relating to Highway Safety

The members of MADD Hawaii strongly support this bill and its SD 2 proposal for the establishment of a Red Light Running Committee.

Studies by the Insurance Institute for Highway Safety identify red light runners as more likely to have prior crashes, citations for speeding and other traffic offenses, and **DUI convictions**, a principal reason for our strong support for this bill and its numerous predecessors over the years.

MADD feels the time has come for the Legislature to take ownership of this issue — acknowledging the uneasiness of some constituents but **prioritizing their safety over their discomfort**.

Thank you for this opportunity to testify.

From: mailinglist@capitol.hawaii.gov
Sent: Monday, March 20, 2017 2:22 PM
To: TRNtestimony
Cc: arbeit@hawaiiantel.net
Subject: Submitted testimony for SB221 on Mar 22, 2017 09:30AM

SB221

Submitted on: 3/20/2017

Testimony for TRN on Mar 22, 2017 09:30AM in Conference Room 423

Submitted By	Organization	Testifier Position	Present at Hearing
Wendy Arbeit	Individual	Support	No

Comments: This technology has proven to control people running red lights and the subsequent accidents. It's overdue.

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From: mailinglist@capitol.hawaii.gov
Sent: Tuesday, March 21, 2017 9:35 AM
To: TRNtestimony
Cc: josh@revolusun.com
Subject: Submitted testimony for SB221 on Mar 22, 2017 09:30AM

SB221

Submitted on: 3/21/2017

Testimony for TRN on Mar 22, 2017 09:30AM in Conference Room 423

Submitted By	Organization	Testifier Position	Present at Hearing
Joshua F. Powell	Individual	Support	No

Comments: We need to do everything possible to improve public safety on the roads of Hawaii. Drivers often ignore red and yellow lights and the burden of compliance with obvious safety laws should lie with the driver. Red light cameras are a no brainer - no one has an excuse to run a red light and a punitive impact should be expected for doing so. Our lack of enforcement in Hawaii has lead to a society that wantonly disobeys this simple rule and leads to many un-needed deaths and accidents.

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: Tuesday, March 21, 2017 7:24 AM
To: TRNtestimony
Cc: victor.ramos@mpd.net
Subject: Submitted testimony for SB221 on Mar 22, 2017 09:30AM

SB221

Submitted on: 3/21/2017

Testimony for TRN on Mar 22, 2017 09:30AM in Conference Room 423

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

Comments: Red Light Violations is near the top, if not the top of the lists, of complaints received by the Police Departments.

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From: mailinglist@capitol.hawaii.gov
Sent: Tuesday, March 21, 2017 6:59 AM
To: TRNtestimony
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Subject: Submitted testimony for SB221 on Mar 22, 2017 09:30AM

SB221

Submitted on: 3/21/2017

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Submitted By	Organization	Testifier Position	Present at Hearing
Ellen Godbey Carson	Individual	Support	No

Comments: I strongly support this bill. It will save lives and make our highways safer for bikers, pedestrians, and all vehicles. There is no legitimate reason why drivers should be able to run red lights and escape penalties, and this system will help better enforce the laws we already have.

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From: mailinglist@capitol.hawaii.gov
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To: TRNtestimony
Cc: thomasnoyes@hawaiiantel.net
Subject: Submitted testimony for SB221 on Mar 22, 2017 09:30AM

SB221

Submitted on: 3/21/2017

Testimony for TRN on Mar 22, 2017 09:30AM in Conference Room 423

Submitted By	Organization	Testifier Position	Present at Hearing
Tommy Noyes	Individual	Support	No

Comments: As a frequent user of public transportation, pedestrian, bicyclist, and motorist I STRONGLY SUPPORT this legislation. Hawaii's record on pedestrian fatalities is deplorable, and this measure is one small way to increase safety margins at our crosswalks and intersections. To make our roads safer please do all in your power to pass this bill.

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March 21, 2017

The Honorable Henry J.C. Aquino, Chair
and members of the Committee on Transportation
House of Representatives
State Capitol
Honolulu, HI

Dear Representative Aquino and members of the Committee:

Subject: SB 221 SD 2 (relating to highway safety – photo red light imaging detection systems)

I encourage your support of SB 221, for all the reasons stated in Section 1 of the bill.

I am a regular bicyclist. I witness on a daily basis a number of motor vehicle red light runners. No longer is it sufficient to wait at an intersection for a red light to turn green before proceeding. Now, you must look in both directions after the light in your direction has turned green to make sure no crazy driver is speeding through a red light and may hit you. o

I suggest for early installation photo red light imaging detection systems at the intersections of Lunalilo and Pensacola Streets and St. Louis Drive and Waialae Avenue.

Enacting this bill, to be effective as soon as practicable, would make the roads safer for bicyclists, pedestrians, and motorists.

This bill is not about punishing motorists who run red lights. It is about changing behavior so that motorists do not run red lights. Ideally, the red light cameras will not “catch” anyone, because drivers will hereafter behave appropriately and there will not be any to “catch.”

Mahalo for your consideration.

Aloha,

As an individual I strongly support SB221SD2 providing for red light cameras. Hawaii leads the nation in pedestrian deaths for those over 65. Many of these crashes occur in marked crosswalks at intersections.

An AARP survey indicated that 50% of those over the age of 50 do not think it's safe to cross the main streets in their own neighborhoods. To me this is a safety issue involving our most vulnerable members of our society.

Red light cameras provide a 24/7, impartial enforcement allowing our police to focus on other equally important areas where there is no alternative to police presence.

If red lights prevent one death a year due to motorists obeying traffic laws isn't that worth it? I'm sure the families of those killed in senseless crashes caused by motorists running red lights would agree.

Sincerely,

Scott Stensrud
91-1033 Wahiapana St
Kapolei, HI 96707

From: mailinglist@capitol.hawaii.gov
Sent: Monday, March 20, 2017 5:57 PM
To: TRNtestimony
Cc: mendezj@hawaii.edu
Subject: *Submitted testimony for SB221 on Mar 22, 2017 09:30AM*

SB221

Submitted on: 3/20/2017

Testimony for TRN on Mar 22, 2017 09:30AM in Conference Room 423

Submitted By	Organization	Testifier Position	Present at Hearing
Javier Mendez-Alvarez	Individual	Oppose	No

Comments:

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COMMITTEE ON TRANSPORTATION

Representative Henry J.C. Aquino, Chair
Representative Sean Quinlan, Vice Chair

Re: Senate Bill No. 221, S.D.2 -- Relating to Highway Safety

Wednesday, March 22, 2017
Hawaii State Capitol, Conference Room 423
9:30 a.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.

This proposed photo red light camera system is flawed, biased, discriminatory and contradicts the "safety" purpose of this Bill. Aren't our overcrowded roads with growing bike lanes enough stress for your constituents?

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 questionable camera system. Drivers holding a commercial driver's license (CDL) are the unsung

heroes of State commerce. Normal family drivers may be on the roadways approximately two hours daily Monday through Friday. CDL drivers are on the roads approximately 8 hours daily Monday through Saturday. Driving is their livelihood. Citations, increasing insurance payments and possible jail time due to a flawed, discriminatory camera system threaten their families' existence.

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 221, S.D2. Supporters of this Bill will be knowingly and deliberately trapping these CDL drivers.

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 read the tiny motorcycle license plates under all weather conditions. If "safety" is the true intention of this Bill, then this Committee must be consistent and apply it to mopeds.

This Bill's flawed intersection red light camera system is overkill. Human beings, no matter how perfectly we try to drive are not computers and are susceptible to innocent mistakes.

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. Where are the exact statistics of intersection accidents that were truly the fault of a responsible driver and not caused by drivers under drug and alcohol abuse and irresponsible pedestrians?

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 ignore the countdown stop-

crossing signal for pedestrians at intersection. Doesn't the countless illegal pedestrian intersection crossing citations in 2016 enough to prove me right?

Pedestrians crossing in crosswalks also cause accidents when they fail to look out for vehicles like drivers have to look out for them.

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. Regardless, the system always blames the driver!

Contrary to this Bill, red light cameras were not found to be beneficial in all jurisdictions in the United States. Many counties have abandoned the cameras, which increased rear end accidents at intersections.

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. On November 15, 2016 a cement truck overturned while trying to beat the stop light and turn at an intersection on Sand Island Road.

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. Officers can immediately detect if the actions of drivers are due to alcohol or drug influence with unlawful contraband.

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 ten (10) 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) Kudos for finally accepting the fact that mopeds are also motor vehicles with the moped and driver treated somewhat like motorcycle operators. The only flaw is the lack of driver insurance requirement. Now mopeds hit you and get away free by saying "I no have money and insurance."

We look forward to your Aloha and support.

Dear Representative Aquino,

Regarding that red light camera bill SB221- SD2, 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, to stop this behavior. If people know they can get a ticket, it will stop this behavior.

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

From: mailinglist@capitol.hawaii.gov
Sent: Tuesday, March 21, 2017 10:11 AM
To: TRNtestimony
Cc: david@kingdonconsulting.com
Subject: Submitted testimony for SB221 on Mar 22, 2017 09:30AM

SB221

Submitted on: 3/21/2017

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

Comments: I support any effort to enforce red light "stop" laws. It has begun an unfortunate social norm in Hawaii to see rampant running of red lights, particularly at the change of signal, and especially traffic that is turning against a throughway. Allowing this is not "drive aloha," in fact it is the opposite: it is life threatening for all users of the roadways, especially the most vulnerable such as pedestrians and cyclists. // As a paramedic in Hawaii, I have already responded to several fatalities as a direct result of red light running. Usually the innocent parties are the casualties. As a bike commuter, I have had many "close calls" in which I have nearly been run over by right light runners. // Public health science makes evident that for injuries to be prevented, there needs to be effective education, engineering, enactment of laws and policies, and effective enforcement of said laws. When it comes to signalized intersections, we need better enforcement to stop the disturbing trend of red light running in Hawaii. // Thank you for your consideration.

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Sent: Wednesday, March 22, 2017 7:31 AM
To: TRNtestimony
Cc: karibenes@gmail.com
Subject: *Submitted testimony for SB221 on Mar 22, 2017 09:30AM*



SB221

Submitted on: 3/22/2017

Testimony for TRN on Mar 22, 2017 09:30AM in Conference Room 423

Submitted By	Organization	Testifier Position	Present at Hearing
Kari Benes	strategic highway safety plan	Support	No

Comments:

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LATE

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Cc: ms_tapiz@hotmail.com
Subject: *Submitted testimony for SB221 on Mar 22, 2017 09:30AM*

SB221

Submitted on: 3/21/2017

Testimony for TRN on Mar 22, 2017 09:30AM in Conference Room 423

Submitted By	Organization	Testifier Position	Present at Hearing
Frances	Individual	Oppose	No

Comments:

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