

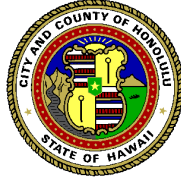
**OFFICE OF THE MAYOR
CITY AND COUNTY OF HONOLULU**

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KIRK CALDWELL
MAYOR

ROY K. AMEMIYA, JR.
MANAGING DIRECTOR

GEORGETTE T. DEEMER
DEPUTY MANAGING DIRECTOR



March 29, 2019

The Honorable Sylvia J. Luke, Chair
The Honorable Ty J.K Cullen, Vice Chair
and Members of the Committee on Finance
House of Representatives
State Capitol, Conference Room 308
415 South Beretania Street
Honolulu, Hawaii 96813

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

SUBJECT: S.B. No. 663 S.D. 2, H.D. 1
Relating to Highway Safety

S.B. No. 663 S.D. 2, H.D. 1 proposes to require the State Department of Transportation to establish a Red Light Running Committee to develop policy recommendations, including any proposed legislation, for red light running programs in the City and County of Honolulu, and the Counties of Maui, Kauai, and Hawaii.

The City and County of Honolulu **supports** this measure.

The prevalence of drivers violating traffic laws in Hawaii, particularly those who run red lights, has become rampant, endangering the lives of other motorists, pedestrians, bicyclist, and the drivers themselves. Photo red light imaging detector systems have proven to be an efficient and effective method of identifying and deterring red light runners in other jurisdictions in the United States. There are also numerous benefits associated with the implementation of photo red light imaging detector systems including safer streets, lower court costs, lower insurance rates for safer drivers, and the freeing up of police officers from the time-consuming duties of traffic enforcement, providing these officers more time to respond to priority calls.

While the legislature established photo speed imaging detector and photo red

The Honorable Sylvia J. Luke, Chair
The Honorable Ty J.K Cullen, Vice Chair
and Members of the Committee on Finance
March 29, 2019
Page 2

light imaging detector systems to improve traffic safety and enforcement in the past, intense opposition to the programs resulted in the law establishing these systems being repealed. It should be noted, however, that the majority of the opposition to these programs was directed toward the photo speed imaging detector system and the method by which that particular program was implemented. The public perceived that the program was operated more to maximize revenue for the vendor running the program than to improve traffic safety.

2018 was one of the deadliest years on record for motorists, bicyclists, and pedestrians on Honolulu's roadways despite various attempts to prevent these senseless tragedies from occurring. As recently as February 16, 2019, a motorist was killed on an Oahu roadway where it is suspected that another motorist traveled through a red light at a high rate of speed, in addition to other factors. Far too many individuals are being killed on our roadways and we need to address this through a variety of means, including the establishment of photo red light imaging detector systems.

It should be noted that the City and County of Honolulu is currently looking at things we can do on roadways under our jurisdiction to improve traffic, pedestrian, and bicycling safety. The City has already established dedicated bike lanes and continues to expand the establishment of these lanes on City roads. We are also looking at simple, yet effective means of making crosswalks safer, such as the use of bollards with signs indicating a pedestrian crossing, painting crosswalks with high visibility paints, or installing flashing crossing signals at certain crosswalks. Establishing a Red Light Running Committee to develop policy recommendations, including any proposed legislation, for red light running programs to be established in the City and County of Honolulu, and the Counties of Maui, Kauai, and Hawaii could provide all the counties with additional tools to improve the safety of all roadway users and deter drivers from creating hazardous situations by violating red light traffic laws.

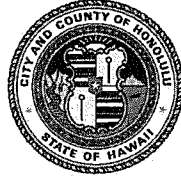
Accordingly, the City and County of Honolulu supports the establishment of a committee to develop policy recommendations to ensure the successful implementation and deployment of photo red light imaging systems.

Thank you for this opportunity to testify in support of S.B. No. 663 S.D. 2, H.D. 1.

DEPARTMENT OF TRANSPORTATION SERVICES
CITY AND COUNTY OF HONOLULU

650 SOUTH KING STREET, 3RD FLOOR
HONOLULU, HAWAII 96813
Phone: (808) 768-8305 • Fax: (808) 768-4730 • web: www.honolulu.gov

KIRK CALDWELL
MAYOR



WES FRYSZTACKI
DIRECTOR

JON Y. NOUCHI
DEPUTY DIRECTOR

March 29, 2019

The Honorable Sylvia Luke, Chair
The Honorable Ty J. K. Cullen, Vice Chair
and Members of the House
Committee on Finance
State Capitol, Room 308
415 South Beretania Street
Honolulu, Hawaii 96813

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

SUBJECT: Testimony on Senate Bill 663 - Relating to Highway Safety

The Department of Transportation Services supports this measure. Increasing safety on Oahu's roads is a high priority for the City and County of Honolulu.

Drivers who run red lights endanger themselves, as well as other drivers and pedestrians in and around the intersection. Photo red light imaging detector systems are a proven deterrent of red light-running and they improve safety for drivers and pedestrians in an efficient and cost-effective manner. Deployment of this kind of system would complement several initiatives currently implemented aimed at reducing vehicle crashes and traffic fatalities and injuries, many of which occur at signalized intersections.

We support the establishment of a committee to develop policy recommendations to ensure the successful deployment of a photo red light imaging system.

Thank you for the opportunity to submit this testimony.

Very truly yours,

A handwritten signature in black ink, appearing to read "Wes Frysztacki".

Wes Frysztacki
Director

POLICE DEPARTMENT
CITY AND COUNTY OF HONOLULU

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



KIRK CALDWELL
MAYOR

SUSAN BALLARD
CHIEF

JOHN D. MCCARTHY
JONATHON GREMS
DEPUTY CHIEFS

OUR REFERENCE
AP-GR

March 29, 2019

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. 663, S.D. 2, H.D. 1, Relating to Highway Safety

I am Andre Peters, Acting Captain of the Traffic Division of the Honolulu Police Department (HPD), City and County of Honolulu.

The HPD supports the passage of Senate Bill No. 663, S.D. 2, H.D.1, Relating to Highway Safety. The passage of this bill would allow our streets to be much safer with a visible 24-hour deterrent at our busiest intersections. It would also free up law enforcement officers to respond to priority calls and remove the safety risks involved in conducting traditional traffic stops during the officers' tour of duty.

In 2018, the HPD issued 3,005 citations for red light violations. This number would be significantly higher if we were able to proactively monitor the most dangerous intersections using technology. The HPD has conducted several red light operations throughout the island to address red light violators.

Red light violators are frequently cited if the officer is in an opportune position to observe the violation and able to safely maneuver through traffic to conduct a traffic stop. The officer also has to weigh whether stopping the violator creates a greater safety risk to others on the roadway.

The Honorable Sylvia Luke, Chair
and Members

Page 2

March 29, 2019

This measure allows the red light running committee to discuss locations, logistics, feasibility, and infrastructure needed for a pilot program. We would hope that with policy recommendations from the committee, the Legislature will call for an immediate implementation of the photo red light imaging detector system in the 2020 legislative session.

The HPD urges you to support Senate Bill No. 663, S.D. 2, H.D.1, Relating to Highway Safety.

Thank you for the opportunity to testify.

Sincerely,


for Andre Peters, Acting Captain
Traffic Division

APPROVED:


Susan Ballard
Chief of Police

SB-663-HD-1

Submitted on: 3/27/2019 11:57:36 AM

Testimony for FIN on 3/29/2019 3:30:00 PM

Submitted By	Organization	Testifier Position	Present at Hearing
Victor K. Ramos	Maui Police Department	Support	No

Comments:



Subject: **Support** SB663 SD2 HD1

Dear Chair Sylvia Luke, Vice Chair Ty J.K. Cullen, and members of the House Committee on Finance.

My name is Kari Benes and I am the Chair of the Hawaii Strategic Highway Safety Plan (SHSP). The Strategic Highway Safety Plan Core Committee has identified implementation of automated photo enforcement as a long-standing priority of the Strategic Highway Safety Plan.

Red-light running endangers all other road users and especially more vulnerable road users such as pedestrians and bicyclists. Nationwide, in 2016 811 individuals were killed in crashes involving a driver who ran a red light. Over half of those killed were pedestrians, bicyclists and people in other vehicles. Implementation of red-light running cameras have been studied for more than 2 decades and they have proven to be effective at reducing both crashes and reducing the number of overall violations.¹

The Hawaii Strategic Highway Safety Plan's vision is that all of Hawaii's road users arrive safely at their destinations. You can help us achieve our goal of reducing yearly fatalities, by supporting this measure.

To view the Strategic Highway Safety Plan, go to www.hawaiiishsp.com

Strategic Highway Safety Plan Mission

Save lives and reduce injuries on Hawaii's roadways through strategic partnerships and implementation of the Strategic Highway Safety Plan.

¹ <https://www.iihs.org/iihs/topics/t/red-light-running/qanda>



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

March 29, 2019

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, Public Policy Committee - MADD-Hawaii

Re: Senate Bill 663, SD2, HD1 – Relating to Highway Safety

MADD Hawaii is testifying in support of Senate Bill 663, SD2,HD1 *Relating to Highway Safety* but requesting amendments. First, there is a need for an essential appropriation to fund the work of the Red Light Camera committee which is the purpose of this measure. Please support Department of Transportation's request for \$200,000 for this task.

In addition we suggest that the committee include several members of appropriate community organizations along with the listed state and county government officials. Finally, on page 5, line 7 (c), we suggest substituting the word "include" for "invite".

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 hundreds of other 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 - and important - 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.

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.

MADD urges the committee to pass SB 663, SD2, HD1 **with amendments** to start the process of increasing the safety of Hawaii's roads..

Thank you for the opportunity to testify.



HIPHI Board

Michael
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Bryan Mih, MD, MPH
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University of Hawaii at Manoa,
College of Tropical Agriculture
and Human Resources

Catherine Taschner, JD
McCorriston Miller Mukai
MacKinnon LLP

JoAnn Tsark, MPH
John A. Burns School of
Medicine, Native Hawaiian
Research Office

En Young, MBA
Sansei, Lanai

Date: March 28, 2019

To: Representative Sylvia Luke, Chair
Representative Ty Cullen, Vice Chair
Members of the Committee on Finance

Re: Support for SB 663 SD2 HD1, Relating to Highway Safety

Hrg: March 29, 2019 at 3:30 PM at Conference Room 308

The Hawai'i Public Health Instituteⁱ is in **Support of SB 663 SD2 HD1**, which establishes a red light running committee to develop policy recommendations.

HIPHI supports all efforts to improve the built environment to make our roads safer for all users. Red light and speeding enforcement cameras can be helpful enforcement tools to deter these behaviors and reduce traffic crashes, injuries and fatalities.

According to the Hawai'i State Department of Transportation, there have been 1,616 intersection crashes from red light and other traffic signal violations (2011-2016) and 13 deaths from drivers disregarding a red light (2011-2018). Red light cameras have been found to reduce crashes at signalized intersections by 25-30%ⁱⁱ and reduce the most serious crashes that are most likely to result in serious injury or deathⁱⁱⁱ.

Increasing road safety for all users is critical to achieving Vision Zero and encouraging active transportation such as walking and biking. We support efforts to promote and improve safety and mobility for all residents, and ask to pass SB 663 out of committee with the recommendations from Hawaii Bicycling League.

Thank you for the opportunity to provide testimony.

Mahalo,

A handwritten signature in black ink, appearing to read "Trish", written in a cursive style.

Trish La Chica
Policy and Advocacy Director

ⁱ Created by the legislature in 2012, the Obesity Prevention Task Force is comprised of over 60 statewide organizations, and works to make recommendations to reshape Hawai'i's school, work, community, and health care environments, making healthier lifestyles obtainable for all Hawai'i residents. The Hawai'i Public Health Institute (HIPHI) convenes the Task Force and supports and promotes policy efforts to create a healthy Hawai'i.

Hawai'i Public Health Institute is a hub for building healthy communities, providing issue-based advocacy, education, and technical assistance through partnerships with government, academia, foundations, business, and community-based organizations.

ⁱⁱ Richard A. Retting, Susan A. Ferguson & A. Shalom Hakkert (2003) Effects of Red Light Cameras on Violations and Crashes: A Review of the International Literature, *Traffic Injury Prevention*, 4:1, 17-23, DOI: [10.1080/15389580309858](https://doi.org/10.1080/15389580309858)

ⁱⁱⁱ Federal Highway Administration. (2005, April). Safety Evaluation of Red-Light Cameras—Executive Summary. Retrieved March 12, 2019, from <https://www.fhwa.dot.gov/publications/research/safety/05049/>



March 29, 2019

RE: **Support of SB663 SD2 HD1** Relating to Highway Safety

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

Blue Zones Project—Hawaii **supports** SB663 SD2 HD1, which establishes a Red-Light Running Committee that would need to make policy recommendations to Legislature prior to the 2020 Session to successfully implement a red-light running program.

The measure does not establish the implementation of a red-light running program. This language was removed from the bill in the HD1. Please consider reinserting language that would require that the program be implemented by July 2020. We would also request you consider including community voice to the Red-Light Running Committee to encourage well-rounded and meaningful dialogue to result in the best policy recommendations.

Similar red-light running imaging programs have been implemented in other states and countries with reliable and effective results. These systems will help support the enforcement of our laws, but more important the safety of all our road users. Running red lights can prove deadly to people on the streets as well as to those in the cars. It is time we start utilizing systems that can shift the tide of our road violence.

Bills like this one, supporting the counties in their work, and the building momentum of Vision Zero help to change our collective understanding of what it means to increase road safety. By working together, continuing to move effective policy, while supporting the work that is currently happening, we can change our high incidence of road violence.

Mahalo for this opportunity to testify in favor of SB663 SD2 HD1.

Sincerely,

Peggy Mierzwa

Peggy Mierzwa
Blue Zones Project—Hawaii

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Hawaii by



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SB-663-HD-1

Submitted on: 3/28/2019 8:29:27 AM

Testimony for FIN on 3/29/2019 3:30:00 PM

Submitted By	Organization	Testifier Position	Present at Hearing
dayea shim	Blue Zones Project	Support	No

Comments:

SB-663-HD-1

Submitted on: 3/28/2019 9:19:38 AM

Testimony for FIN on 3/29/2019 3:30:00 PM

Submitted By	Organization	Testifier Position	Present at Hearing
Tommy Noyes	Kauai Path, Inc.	Support	No

Comments:

Aloha Rep. Luke and House Finance Committee Members,

On behalf of the Kauai Path board of directors, I urge you to both approve this bill and to restore its original language supporting a meaningful red light safety camera program with provisions for the actual implementation of red light violation detection camera systems for the counties to deploy at their discretion.

If you have the courage to restore the original scope of this bill in your Committee, live-saving safety measures could be in place as soon as July 1, 2020.

Please—the frequency of pedestrian injuries and deaths in our crosswalks is increasing at a tragic rate so no more delays! Lives are at stake!

If you cannot see your way to restoring the original language and intent of the red light violation detection camera systems bill, please pass it in its present compromised form. That will create a task force to study the matter and make recommendations. Although an avoidable delay, that would be progress, and preferable to going another year with no movement on this effort.

Respectfully submitted,

Tommy A. Noyes, executive director, Kauai Path, Inc.

SB-663-HD-1

Submitted on: 3/28/2019 1:51:43 PM

Testimony for FIN on 3/29/2019 3:30:00 PM

Submitted By	Organization	Testifier Position	Present at Hearing
Tina Clothier	PATH- Peoples Advocacy for Trails Hawaii	Support	No

Comments:

PATH~Peoples Advocacy for Trails Hawaii is in support of SB663 regarding red light cameras. We support the establishment of a fund of \$200,000 for a committee to establish implementation policies and procedures and to report to the 2020 Legislature on their recommendations.

Thank you for this opportunity to comment.

Tina Clothier

Executive Director, PATH



- Government Employees Insurance Company
- GEICO General Insurance Company
- GEICO Indemnity Company
- GEICO Casualty Company

TIMOTHY M. DAYTON, CPCU, GENERAL MANAGER ALASKA & HAWAII
711 Kapiolani Blvd., Suite 300 ■ Honolulu, HI 96813-5238 ■ Email: tdayton@geico.com
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House Committee on Finance
Room 308 State Capitol
Friday, March 29, 2019 3:30 pm

SB 663- Relating to Highway Safety.

Chair Luke and Members of the Committee:

My name is Timothy M. Dayton, General Manager of GEICO. GEICO is Hawaii's largest auto insurer. **GEICO offers support of Senate Bill Number 663 HD1.** Senate Bill 663 would create a photo red light imaging detector system and a red light running committee in Hawaii.

GEICO supports Senate Bill 663, and agrees that red light running is an increasing problem for traffic safety in the state. GEICO is in support of promoting and ensuring traffic safety, and the establishment of a red light imaging detector system will work to increase traffic safety on Hawaii's roads and highways.

GEICO appreciates the opportunity to present our testimony and your consideration of this testimony. **We respectfully urge the Committee to pass Senate Bill 663.**

Sincerely,

Timothy M. Dayton, CPCU

SB-663-HD-1

Submitted on: 3/27/2019 9:47:36 PM

Testimony for FIN on 3/29/2019 3:30:00 PM

Submitted By	Organization	Testifier Position	Present at Hearing
Franz Weber	Individual	Support	No

Comments:

March 26, 2019

To: Chair Luke
Vice Chair Cullen
House Committee on Finance

Re: **Support** for **SB663 SD2 HD1**

Aloha Chair Luke, Vice Chair Cullen, members of the House Committee on Finance:

Thank you taking time to read my testimony in **SUPPORT** of **SB663 SD2 HD1**.

We must prioritize street safety for the benefit of our entire community. Too many crashes are occurring that could be prevented. SB663 is a critical step towards our goal of zero deaths on our streets. In cities around the country that implemented innovative enforcement measures at intersections, there were significant declines in street deaths.

I strongly support polices that make places where people live, work and play safer, and encourage this committee to pass SB663. Street fatalities and serious injuries are preventable, and we must allocate the necessary resources to analyze, explore, engineer, and enforce solutions.

Thank you for your time and consideration.

Respectfully,



Colby R. Takeda
(808) 497-6647
colbytakeda@gmail.com

SB-663-HD-1

Submitted on: 3/27/2019 10:12:52 PM

Testimony for FIN on 3/29/2019 3:30:00 PM

Submitted By	Organization	Testifier Position	Present at Hearing
Cherie Balisacan	Individual	Support	No

Comments:

I am in support of SB663. SD 2 HD1 Innocent lives are at stake. I humbly ask to approve it.

Thank you for your time,

Cherie Wilson Balisacan

Wilson Driving School

SB-663-HD-1

Submitted on: 3/27/2019 10:35:07 PM

Testimony for FIN on 3/29/2019 3:30:00 PM

Submitted By	Organization	Testifier Position	Present at Hearing
Norbert Buelsing	Individual	Support	No

Comments:

Honorable Representative Luke: Red light cameras are not a "cure-all" measure, but are a positive step toward the avoidance of another needless death or serious accident. Police cannot monitor signalized intersections 24/7 and an increasing number of drivers have developed a self-centered attitude of failing to stop for red lights. Lives can be saved, and driver attitudes changed with the implementation of this proven technology. The support of your committee is strongly encouraged.

Aloha, Norb Buelsing

SB-663-HD-1

Submitted on: 3/28/2019 12:07:32 AM

Testimony for FIN on 3/29/2019 3:30:00 PM

Submitted By	Organization	Testifier Position	Present at Hearing
David Chong	Individual	Comments	No

Comments:

Some drivers are now using traffic lights as just a stop sign--stop or slow down and if there's no intersecting traffic, continue on through the red light. I walk to and from work every night, and over the last year, on 4 separate occasions, I've seen 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. The first time was at the Punahou/Wilder intersection after midnight--it was a white Mercedes and I heard them laughing as they crossed the intersection. The second time it happened 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 Kewalo/Wilder intersection went straight through. Then only a few days later, at around 1 am, another stopped 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. And a few weeks ago, at the corner of Kaheka/Kanunu (the backside of Don Quijote), a stopped car went through the red light just before I entered the crosswalk.

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.

While all this is happening, at night, some cars drive without their headlights on. I don't know if it's younger people thinking it's cool to drive without their headlights on, but combine this with red light running, and you can see how dangerous our roads are becoming. We don't need a committee to study red light traffic cameras. Many cities on

the mainland, and in other countries use red light cameras to deter people. The goal is to stop this behavior, and if people know they can get caught, it will deter people from running red lights, even at intersections with no traffic cameras.

SB-663-HD-1

Submitted on: 3/28/2019 8:13:50 AM

Testimony for FIN on 3/29/2019 3:30:00 PM

Submitted By	Organization	Testifier Position	Present at Hearing
Kelsie Cajka	Individual	Support	No

Comments:

I support Bill SB663 SD2 HD1 in placing Red Light Safety cameras on roads. This increased accountability for drivers and creates safe communities for walkers and bikers. Thank you for your support in passing this bill.

SB-663-HD-1

Submitted on: 3/28/2019 8:15:56 AM

Testimony for FIN on 3/29/2019 3:30:00 PM

Submitted By	Organization	Testifier Position	Present at Hearing
Sharon R Keith	Individual	Support	No

Comments:

More and more drivers seem to think it's perfectly OK and safe to run red lights on Oahu. Apparently we need a deterrent and now that the technology is available, why delay? As a victim who had to spend years rehabbing and healing, I urge you to not delay on this important matter that affects the safety of people. The cost and suffering from an accident is enormous. Is it not the place for the government to deter death and disability for the safety of the people?

50%-60% of people killed by red light runners are people who walk, bike, or were an occupant in the other vehicle. Innocent bystanders

SB-663-HD-1

Submitted on: 3/28/2019 8:31:13 AM

Testimony for FIN on 3/29/2019 3:30:00 PM

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

Comments:

Aloha Finance Committee members,

Please vote yes on SB663 and include the provision that calls to establish a Photo Red Light Imaging Detector Systems Program (Program) to improve enforcement of traffic control signal laws. I was shocked to read that 50%-60% of people killed by red light runners are people who walk, bike, or were an occupant in the other vehicle: innocent bystanders. This red light program will be a message to our community of drivers that enforcement on this law is serious and this risk to innocent bystanders will no longer be tolerated.

Thank you for your consideration.

Justine Espiritu

SB-663-HD-1

Submitted on: 3/28/2019 8:47:04 AM

Testimony for FIN on 3/29/2019 3:30:00 PM

Submitted By	Organization	Testifier Position	Present at Hearing
Megan Tabata	Individual	Support	No

Comments:

SB-663-HD-1

Submitted on: 3/28/2019 8:47:53 AM

Testimony for FIN on 3/29/2019 3:30:00 PM

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

Comments:

We need red light cameras now. It will save lives of drivers, pedestrians and bikers.

Please amend this bill to authorize installation of cameras now, instead of just starting a study.

SB-663-HD-1

Submitted on: 3/28/2019 8:56:55 AM

Testimony for FIN on 3/29/2019 3:30:00 PM

Submitted By	Organization	Testifier Position	Present at Hearing
Molly Mamaril	Individual	Support	No

Comments:

SB-663-HD-1

Submitted on: 3/28/2019 9:07:53 AM

Testimony for FIN on 3/29/2019 3:30:00 PM

Submitted By	Organization	Testifier Position	Present at Hearing
Keolamalie McComber	Individual	Support	No

Comments:

SB-663-HD-1

Submitted on: 3/28/2019 9:12:59 AM

Testimony for FIN on 3/29/2019 3:30:00 PM

Submitted By	Organization	Testifier Position	Present at Hearing
Royce Fukuroku	Individual	Support	No

Comments:

SB-663-HD-1

Submitted on: 3/28/2019 9:20:14 AM

Testimony for FIN on 3/29/2019 3:30:00 PM

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

Comments:

I support SB663 but encourage you to pass red light camera legislation immediately, not "study" it for another year. We need it now. It has all the benefits of good legislation: it accurately identifies the guilty and does not falsely accuse the innocent. It needs to move forward.

Please pass SB663 with immediate implementation of red light cameras in Hawaii.

Thank you,

Robert Carson Godbey

SB-663-HD-1

Submitted on: 3/28/2019 9:22:51 AM

Testimony for FIN on 3/29/2019 3:30:00 PM

Submitted By	Organization	Testifier Position	Present at Hearing
Kirstin Kahaloa	Individual	Support	No

Comments:

SB-663-HD-1

Submitted on: 3/28/2019 9:28:42 AM

Testimony for FIN on 3/29/2019 3:30:00 PM

Submitted By	Organization	Testifier Position	Present at Hearing
Keikilani Uehara	Individual	Support	No

Comments:

SB-663-HD-1

Submitted on: 3/28/2019 10:01:06 AM

Testimony for FIN on 3/29/2019 3:30:00 PM

Submitted By	Organization	Testifier Position	Present at Hearing
Carol R. Ignacio	Individual	Support	No

Comments:

Please support SB663 to establish a committee to study the red light running camera. Mahalo.

Carol R Ignacio

District 1

SB-663-HD-1

Submitted on: 3/28/2019 10:07:01 AM

Testimony for FIN on 3/29/2019 3:30:00 PM

Submitted By	Organization	Testifier Position	Present at Hearing
Anthony Chang	Individual	Support	Yes

Comments:

Aloha Chair Luke, and other members of the esteemed members of the House Committee on Finance.

My name is Anthony Chang and I stand in support of SB 663. Six years ago, my sister Emelia Hung, who was 24 years old was struck by a car and died not far from here. Bills like this would make it less likely cars will collide with other people, saving lives and preventing families from being torn apart.

Along with punishing those who run red lights, cameras, if it is known they are around would discourage people from running red lights.

Also echoing testimony from Hawaii Bicycling League:

- **Red light running is dangerous** for people that walk, bike, and drive — in the US in 2014, red light running was a factor in 710 deaths, including 44 bicycle and pedestrian deaths
- Red Light Enforcement Cameras **reduce crashes & injuries** – a summary of studies found they reduce crashes at signalized intersections by 25-30%
- Red Light Enforcement Cameras **reduce the most serious crashes** – while some studies have found that red light cameras slightly increase rear-end collisions, the evidence is consistent that they significantly reduce “angle” (aka T-bone) crashes which are most likely to result in serious injury or death
- Red Light Enforcement Cameras **save lives** – a study of red light enforcement cameras in the US estimated that by 2014 they had saved nearly 1,300 lives

Please pass this bill and strengthen it, beyond just a committee but make it a full law with a start date of July 2020. Mahalo and Aloha

Anthony Chang

Master's Student at University of Hawaii at Manoa, Department of Urban and Regional Planning

1245 Maunakea St. #2310, Honolulu, HI 96817

Phone: (808) 536-0783

SB-663-HD-1

Submitted on: 3/28/2019 11:31:58 AM

Testimony for FIN on 3/29/2019 3:30:00 PM

Submitted By	Organization	Testifier Position	Present at Hearing
Laksmi M Abraham	Individual	Support	No

Comments:

Please support this bill to improve safety in our communities.

SB-663-HD-1

Submitted on: 3/28/2019 12:40:20 PM

Testimony for FIN on 3/29/2019 3:30:00 PM

Submitted By	Organization	Testifier Position	Present at Hearing
Dorothy M Sunio	Individual	Support	No

Comments:

Please get this bill passed and provide \$200,000 to the DOT to get the red light committee established and cameras installed. Every day I witness cars going thru red lights. In the past 5 days, my husband and I counted 7 cars running red lights. We don't need any more delays

Dorothy Sunio

SB-663-HD-1

Submitted on: 3/28/2019 12:46:37 PM

Testimony for FIN on 3/29/2019 3:30:00 PM

Submitted By	Organization	Testifier Position	Present at Hearing
Carissa Holley	Individual	Support	No

Comments:

I support a red light committee.

SB-663-HD-1

Submitted on: 3/28/2019 1:10:43 PM

Testimony for FIN on 3/29/2019 3:30:00 PM

Submitted By	Organization	Testifier Position	Present at Hearing
Roger Au	Individual	Support	No

Comments:

I strongly believe it is necessary to enact and proceed with Red Light Cameras. The legislature cannot continue to be paralyzed by inaction. Users of our roadways deserve to be safer. Police are too busy to pursue non-violent crimes, so automated systems are needed.

By choice, I commuted by bike to my job at the City and County of Honolulu. There have been many cases where I witnessed cars entering the intersections (with impunity) AFTER red lights. An example is the Alapai / South King crossroads during the afternoon pau hana, where virtually every light change cycle is violated by offending motorists. Our precious citizens are at risk!

In summary, please enact red light cameras. Do not delay this any further.

Thank you,

Roger Au

SB-663-HD-1

Submitted on: 3/28/2019 1:12:22 PM

Testimony for FIN on 3/29/2019 3:30:00 PM

Submitted By	Organization	Testifier Position	Present at Hearing
Sharleen Andrade	Individual	Support	No

Comments:

YOU MUST WORK TO MAKE OUR STREETS SAFER NO MORE DELAYS!!!!

I support the red light safety camera program

I support implemenation by July 1, 2020

I support \$200,000 for DOT to fund the Red Light Runnining Commitee.

No more delays lives are at stake.

Mahalo,

Sharleen Andrade

SB-663-HD-1

Submitted on: 3/28/2019 1:20:22 PM

Testimony for FIN on 3/29/2019 3:30:00 PM

Submitted By	Organization	Testifier Position	Present at Hearing
John Rogers	Individual	Support	No

Comments:

I support the red light safety program and funding the DOT what ever they need to get this program implemented by 7/1/2020. This program will save lives. The people of Hawaii need our legislators to be brave and support the red light safety program.

SB-663-HD-1

Submitted on: 3/28/2019 2:54:22 PM

Testimony for FIN on 3/29/2019 3:30:00 PM

Submitted By	Organization	Testifier Position	Present at Hearing
Bonnie Oda	Individual	Support	No

Comments:

Thank you for this opportunity to submit testimony. I am submitting this testimony as a private citizen, in favor of S-663.

It is appalling to witness the disregard many drivers have for red lights. The formation of a red light running committee is an excellent first step to shaping our community to be safe for other drivers, pedestrians, cyclists and bystanders. I believe that the installation of red light enforcement cameras will be an excellent tool to alert, educate and apprehend those who run traffic light signals.

Thank you for your consideration.

Sincerely,

Bonnie L. Oda

SB-663-HD-1

Submitted on: 3/28/2019 3:03:06 PM

Testimony for FIN on 3/29/2019 3:30:00 PM

Submitted By	Organization	Testifier Position	Present at Hearing
Susan J. Wurtzburg	Individual	Support	No

Comments:

I support the original bill, which actually moved the red light cameras into action, rather than creating a study group. There is ample evidence that these cameras work, so there seems no good reason to create a local study group. Please, would the committee members just increase safety for bicyclists and pedestrians in Hawaii, and pass the bill which results in actual cameras on the streets.

I am a keen biker, walker, and runner, and would love to be able to participate in all these activities without risking my life.

Mahalo,

Susan J. Wurtzburg, Ph.D.

SB-663-HD-1

Submitted on: 3/28/2019 3:57:10 PM

Testimony for FIN on 3/29/2019 3:30:00 PM

Submitted By	Organization	Testifier Position	Present at Hearing
Deborah McCurdy	Individual	Support	No

Comments:

I support SB663. Please take action immediately. I see vehicles run solid red lights on a daily basis! This is not acceptable! Something must be done to curtail this dangerous behavior!

Sincerely,

Debbie McCurdy

SB-663-HD-1

Submitted on: 3/28/2019 4:12:41 PM

Testimony for FIN on 3/29/2019 3:30:00 PM

Submitted By	Organization	Testifier Position	Present at Hearing
Daphne Manago	Individual	Support	Yes

Comments:

Aloha Chair Luke, Vice Chair Cullen and members of the Committee on Finance,

I am in strong support of SB663, SD2, HD1 and would like to see the red light camera pilot program restored and start on July 1, 2020. We need to take immediate steps to reduce fatalities on our streets and keep all innocent people safe. This includes pedestrians, bicyclists, passengers and motorists.

My son was killed while riding his bicycle eight years ago and I am committed to promote safety on our streets and make his vision for more bike lanes become reality. It is my hope that the red light cameras will change driving behaviors, eliminate traffic related deaths and most importantly, save lives. Let's implement the red light camera program sooner than later.

Thank you for the opportunity to testify in support of SB663, SD2, HD1.

Sincerely,

Daphne Manago (Zach's Mom)

SB-663-HD-1

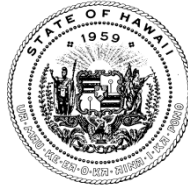
Submitted on: 3/28/2019 4:14:57 PM

Testimony for FIN on 3/29/2019 3:30:00 PM

Submitted By	Organization	Testifier Position	Present at Hearing
Nicholas Blank	Individual	Support	Yes

Comments:

I support 1) a red light safety camera program for the counties to decide, 2) implementation by July 1, 2020 (up to the counties), 3) \$200,000 for the red light running committee to plan the system correctly. Lives are at stake! 43 pedestrian deaths in 2018 - 15 in 2017. 15 is too many, 43 is just stupid. Please do this simple thing to help our citizens! If 43 is not enough to motivate action, how many do we need???



TESTIMONY BY:

JADE T. BUTAY
DIRECTOR

Deputy Directors
LYNN A.S. ARAKI-REGAN
DEREK J. CHOW
ROSS M. HIGASHI
EDWIN H. SNIFFEN

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

March 29, 2019
3:30 P.M.
State Capitol, Room 308



S.B. 663, S.D. 2, H.D. 1
RELATING TO HIGHWAY SAFETY.

House Committee on Finance

The Department of Transportation (DOT) **supports** with amendments S.B. 663, S.D.2, H.D.1.

Drivers violating Hawaii's traffic laws has become intolerable especially those that disregard red light signals. These violations not only endanger the lives of motorists and pedestrians, but they compound the hazardous conditions that already exists on the highways. The risk of disregarding red lights often leads to injuries and deaths that results from motor vehicle crashes.

During the five-year period of 2007 - 2011, there have been 1,478 intersection crashes resulting from red light and other traffic signal violations. These crashes resulted in deaths, numerous injuries and property damage.

During calendar years 2011 – 2018, a total of 13 deaths occurred from a driver disregarding a red light signal.

During calendar years 2014 - 2018, police have issued 17,021 red light violations to motorists who disregarded the traffic signal. Because police have other priorities for calls for services, it is not possible for them to enforce the laws at every intersection.

Red light detection cameras have proved to be very effective in cities across the nation. Intersections with high crash volumes showed significant reductions after red light cameras were installed. This leads to the protection from all types of injuries and property damage.

The DOT supports the concept that compensation for any vendor shall not be determined by the number of citations issued or expected to be issued.

The DOT is recommending that appropriations be established and allocated for the red light running committee. The appropriations would be used for travel and committee expenses for committee meetings.

The DOT further recommends that the report from the red light running committee contains a schedule from the counties who have decided to move forward with the implementation of this program.

Thank you for the opportunity to provide testimony.



DISABILITY AND COMMUNICATION ACCESS BOARD

1010 Richards Street, Room 118 • Honolulu, Hawaii 96813
Ph. (808) 586-8121 (V) • Fax (808) 586-8129 • TTY (808) 586-8162

March 29, 2019

LATE

TESTIMONY TO THE HOUSE COMMITTEE ON FINANCE

Senate Bill 663, SD2, HD1 - Relating to Highway Safety

The Disability and Communication Access Board (DCAB) is in support of Senate Bill 663, SD2, HD1 because the bill would establish a red light running committee to develop policy recommendations for red light running pilot programs in the four counties to promote pedestrian safety.

DCAB notes that pedestrians with disabilities have elevated risk factors when interacting with vehicular traffic. Persons who use wheelchairs and other mobility devices and persons of short stature are lower to the ground and are thus less visible to drivers looking over the hood of their vehicles. Blind and deaf pedestrians are not able to rely on audio or visual cues that other pedestrians use to avoid negative interactions. In addition, pedestrians with a mobility disability – such as persons with arthritis, vascular and orthopedic conditions – may not have the agility or reflexive speed to get out of the way of an oncoming vehicle, especially vehicles that run red lights.

Therefore, DCAB requests that the committee consider the safety needs of pedestrians with disabilities in its deliberations. To that end, the committee may contact DCAB as a resource for relevant information.

Thank you for the opportunity to testify on this important matter.

Respectfully submitted,

FRANCINE WAI
Executive Director

ADDRESS

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bicycle@hbl.org

LATE

Testimony Supporting SB663 with Amendments

Aloha Chair Luke, Vice Chair Cullen, and esteemed members of the Committee on Finance,

Hawaii Bicycling League **strongly supports Senate Bill SB663 as originally written**, which allows the counties to establish “photo red light imaging detector systems” or “Red Light Safety Cameras.”

We humbly request that you restore the language to SB663 that enables the counties to implement Red Light Safety Cameras starting from July 1, 2020.

The House Transportation Committee on 3/13/19 amended SB663 to only include the red light cameras committee to make policy for the next legislature to consider. This is likely to cause more delay. The community deserves Safe Streets now.

Photo red light imaging detector systems or red light safety cameras will make our streets safer for everyone. The positive safety impacts are proven and major:

- Red light running is dangerous for people that walk, bike, and drive — in Hawaii red light running killed 13 people in the last 8 years (2011-2018) and resulted in 1616 crashes in the last six years of records (2011-2016)ⁱ. Police issued 17,021 red light running tickets in the last 5 years (2014-2018)
- Red light safety cameras reduce crashes & injuries – a summary of studies found they reduce crashes at signalized intersections by 25-30%ⁱⁱ
- Red light safety cameras reduce the most serious crashes – while some studies have found that red light cameras slightly increase rear-end collisions, the evidence is consistent that they significantly reduce “angle” (aka T-bone) crashes which are most likely to result in serious injury or deathⁱⁱⁱ
- Red light enforcement cameras save lives – in the US in 2014, red light running was a factor in 710 deaths^{iv} - these are preventable! A study of red light safety cameras in the US estimated that by 2014 installed cameras around the US had saved nearly 1,300 lives^v

SB663 as originally written followed established national best practices^{vi vii} that will ensure that red light enforcement cameras accomplish the objective of saving lives and reducing traffic injuries, while minimizing any potential concerns:

- A committee of police, prosecutors, Hawaii Department of Transportation, county transportation departments, and other stakeholders will spend July-December 2019 looking at national best practices and working out the best way to implement in Hawaii

- Each county must separately decide to implement red light cameras
- Cameras will be placed where data shows traffic crashes and injuries can be reduced by cameras
- Cameras will be at fixed locations with signs warning drivers of the cameras
- Camera providers will be paid a flat fee no matter how many tickets issued (unlike the “Van Cams” in 2002 where the operator was paid a per ticket fee and therefore incentivized to issue more citations)
- Registered owners may escape responsibility if someone else uses their car
- Only those who run red lights have their photos taken
- Car rental companies may escape responsibility by identifying the renter

We urge you to restore the enabling implementation language at the core of SB663 and take a major step towards making our streets safer for people who walk, bike, and drive.

Thank you very much for considering the comments of Hawaii Bicycling League. If you have any questions or would like to discuss further, please contact Daniel Alexander (808-275-6717, Daniel@hbl.org) or Chad Taniguchi (808-255-8271, Chad@hbl.org).

Ride and Drive Aloha,



Daniel Alexander
Co-Executive Director
Hawaii Bicycling League



Chad Taniguchi
Director Emeritus
Hawaii Bicycling League

Sources

ⁱ Hawaii Department of Transportation testimony for SB663 for Senate Committee on Weights and Means 2/20/19 10:05am.

ⁱ https://www.capitol.hawaii.gov/Session2019/Testimony/SB663_SD1_TESTIMONY_WAM_02-20-19_PDF

ⁱⁱ <https://www.tandfonline.com/doi/abs/10.1080/15389580309858>

ⁱⁱⁱ <https://www.fhwa.dot.gov/publications/research/safety/05049/>

^{iv} <https://safety.fhwa.dot.gov/intersection/conventional/signalized/rlr/>

^v <https://www.iihs.org/iihs/news/desktopnews/turning-off-red-light-cameras-costs-lives-new-research-shows>

^{vi} https://safety.fhwa.dot.gov/speedmgt/ref_mats/fhwasa1304/resources2/27%20-%20Automated%20Enforcement%20for%20Speeding%20and%20Red%20Light%20Running.pdf

^{vii} <https://safety.fhwa.dot.gov/intersection/conventional/signalized/rlr/fhwasa05002/#toc89680013>



LATE

Aloha House Finance Chair Luke, Vice-Chair Cullen and Members:

This additional testimony from HBL is in support of DOT's request for \$200,000 to fund the Red Light Running Committee.

- To set up policies correctly a committee of police, prosecutors, judiciary, public defenders, transportation staff and others from across the state (including all counties) will meet and coordinate elements of a red light running program for Hawaii over a 6-month plus period.
- This committee should consider best practices on red light camera foundational issues described in two important US studies:
 - 1) Red Light Camera Systems Operational Guidelines, 2005, by the Federal Highways Administration, and
 - 2) Automated Enforcement for Speeding and Red Light Running, 2012, by National Cooperative Highway Research Program, Transportation Research Board.These studies recommend collaboration and thorough exploration and resolution of issues prior to implementation.
- Such collaboration will require funding for coordination, exploration and resolution of issues, engaging representatives of states with excellent red light programs for assistance with best practices, travel and meeting logistics.
- Issues will be resolved and a report explaining how the Hawaii program will be set up will be prepared for the legislature before the 2020 session.

A well-planned and coordinated red light running program deserves to have this level of support so that it is done right after considering the myriad of issues that need resolution. As the red light running program reduces red light running, crashes, injuries, and deaths, the wisdom of this bill and funding will become evident.

Please pass out SB663 with

- red light program establishment
- red light running committee
- \$200,000 funding to DOT
- ability of counties to start program as of 7/1/20 (or when they feel they are ready)
- subject to review and action as needed by the 2020 legislature

This is a public safety bill consistent with Kamehameha's 222-year old Law of the Splintered Paddle: everyone has the right to be safe on Hawaii's roads.

The public supports your leadership for attempting to make our streets safer.

Ride and Drive Aloha,

Chad Taniguchi, Director Emeritus, Hawaii Bicycling League, chad@hbl.org 808 255 8271

SB-663-HD-1

Submitted on: 3/28/2019 6:09:12 PM

Testimony for FIN on 3/29/2019 3:30:00 PM

LATE

Submitted By	Organization	Testifier Position	Present at Hearing
Elaine M Wong	Individual	Support	No

Comments:

I am strongly in favor of SB663 SD2 HD1. Do you or any one in your family walk, bike, or ride in a vehicle? I think that includes most of us. And so we are all at risk. Our lives are at risk and at the behest of a reckless driver who runs the red light. People killed by red light runners are people who walk, bike or are occupants in vehicles - ALL INNOCENT BYSTANDERS. I believe the red light cameras will be a strong deterrent to those even thinking of running that red light. And I believe this is a cost effective way of saving lives, valuable lives of innocent bystanders. I strongly urge everyone to support and vote for this bill.

Mahalo, Elaine Wong

LATE

SB-663-HD-1

Submitted on: 3/28/2019 6:54:39 PM

Testimony for FIN on 3/29/2019 3:30:00 PM

Submitted By	Organization	Testifier Position	Present at Hearing
Karen Teshima	Individual	Support	No

Comments:

LATE

SB-663-HD-1

Submitted on: 3/28/2019 7:23:54 PM
Testimony for FIN on 3/29/2019 3:30:00 PM

Submitted By	Organization	Testifier Position	Present at Hearing
Dabney Gough	Individual	Support	No

Comments:

To the House Finance Committee: I am a cyclist, pedestrian, and driver (in that order), and I am writing to request

- 1) a red light safety camera program for the counties to decide,
- 2) implementation by July 1, 2020 (up to the counties),
- 3) \$200,000 for the red light running committee to plan the system correctly.

Families of victims of traffic violence are saying ENOUGH!!! 50%-60% of people killed by red light runners are people who walk, bike, or were an occupant in the other vehicle. No more delays! Lives are at stake!

LATE

SB-663-HD-1

Submitted on: 3/28/2019 8:01:34 PM

Testimony for FIN on 3/29/2019 3:30:00 PM

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

Comments:

Please put the red light safety camera program back into this bill. The cameras along with the pedestrian enforcement grants remind all of us that we are responsible for each others safety. Thank you.

LATE

SB-663-HD-1

Submitted on: 3/28/2019 8:41:53 PM

Testimony for FIN on 3/29/2019 3:30:00 PM

Submitted By	Organization	Testifier Position	Present at Hearing
Dylan P. Armstrong	Oahu County Democrats	Support	No

Comments:

LATE

SB-663-HD-1

Submitted on: 3/29/2019 10:01:47 AM

Testimony for FIN on 3/29/2019 3:30:00 PM

Submitted By	Organization	Testifier Position	Present at Hearing
Cyrus Howe	Individual	Support	No

Comments:

LATE

SB-663-HD-1

Submitted on: 3/29/2019 9:33:57 AM

Testimony for FIN on 3/29/2019 3:30:00 PM

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

Comments:

Aloha members of the Finance committee,

I support the measure to begin a pilot red light safety program and to fund the DOT begin studying best practices used elsewhere immediately, so that a viable bill can be introduced at the next legislative session.

In my job as an Aloha Ambassador on the streets of Waikiki, I witness very frequent and often extreme cases of red light running, which could be reduced dramatically by implementing appropriate and currently available technology. Especially in such areas where there is a high volume of foot and bicycle traffic, the risk of severe carnage from a red light runner is large. Why are we not already using this technology for enforcement? The police can't be everywhere, so people do what they think they can get away with--but the potential consequences of scofflaw behaviors when operating a motor vehicle are much more extreme than consequences from scofflaw pedestrians, cyclists, and the like.

Mahalo for your consideration,

Jonathan Lott

Randolph G. Moore
2445-A Makiki Heights Drive
Honolulu Hawaii 96822



Telephone (808) 778-8832

email rmoore@hawaii.rr.com

March 29, 2019

The Honorable Sylvia Luke, Chair
and members of the Committee on Finance
House of Representatives
State Capitol
Honolulu, HI

Dear Representative Luke and members of the Committee:

Subject: SB 663 SD 2 HD 1 (relating to highway safety – photo red light imaging detection systems)

I encourage your support of SB 663, for all the reasons stated in Section 1 of the bill, and to remove the revisions to it that were inserted in HD 1. We don't need more committees or more study of this issue.

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.

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.

Randolph G. Moore

SB-663-HD-1

Submitted on: 3/29/2019 5:06:58 AM

Testimony for FIN on 3/29/2019 3:30:00 PM



Submitted By	Organization	Testifier Position	Present at Hearing
STEVEN DEPAOLI	Individual	Support	No

Comments:

Aloha Kakou to the House Finance Committee,

I support the use of **Red Light Cameras** at all major intersections within our Islands to decrease the number of accidents and related fatalities and generally make our roads safer for all. Therefore I want to encourage releasing the \$200,000 of Red Light Committee funding already promised with a start date fore this program of **7/1/2020**.

Mahalo nui,

Steve DePaoli

SB-663-HD-1

Submitted on: 3/28/2019 10:10:16 PM

Testimony for FIN on 3/29/2019 3:30:00 PM

LATE

Submitted By	Organization	Testifier Position	Present at Hearing
Donna L. Ching	Individual	Support	No

Comments:

I support the intent of the red light camera bill with the following caveats/amendments.

No Fee Per Citation Incentives for Vendors! –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.

Yellow Light Timing– Longer yellow lights are proven to improve safety and cost nothing to "install." Ample and uniform yellow change intervals must be calculated, implemented, and maintained especially at red light camera intersections. 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.

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-lightcameras without going through the public hearing process and seeking elected legislative body approvals.

Right-on-Red Violations–At most intersections, slowing, but not coming to full-stop, on red when making right turns, is not a serious traffic hazard, It is legal to turn right on red at most Hawaii intersections (except as posted), ROR citations should NOT be a part of

the red light camera program unless at intersections where ROR prohibitions are clearly posted.

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-lightcamera 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.

Mahalo, Donna L. Ching