



TESTIMONY BY:

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

March 19, 2019
2:05 P.M.
State Capitol, Room 325

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

House Committee on Judiciary

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 has 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.

The red light detection cameras have shown to be very effective in cities across the nation. At intersections where, high volume of crashes had previously occurred, a significant reduction of crashes resulted at those intersections once 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.

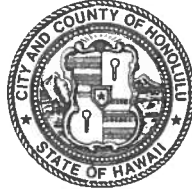
Thank you for the opportunity to provide testimony.

POLICE DEPARTMENT
CITY AND COUNTY OF HONOLULU

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KIRK CALDWELL
MAYOR



SUSAN BALLARD
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JOHN D. MCCARTHY
JONATHON GREMS
DEPUTY CHIEFS

OUR REFERENCE AP-GR

March 19, 2019

The Honorable Chris Lee, Chair
and Members
Committee on Judiciary
House of Representatives
Hawaii State Capitol
415 South Beretania Street, Room 325
Honolulu, Hawaii 96813

Dear Chair Lee 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.

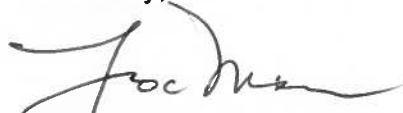
The Honorable Chris Lee, Chair
and Members
Page 2
March 19, 2019

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,



Andre Peters, Acting Captain
Traffic Division

APPROVED:



Susan Ballard
Chief of Police

SB-663-HD-1

Submitted on: 3/18/2019 7:55:43 AM

Testimony for JUD on 3/19/2019 2:05:00 PM

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

Comments:

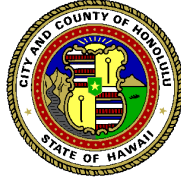
**OFFICE OF THE MAYOR
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ROY K. AMEMIYA, JR.
MANAGING DIRECTOR

GEORGETTE T. DEEMER
DEPUTY MANAGING DIRECTOR



March 18, 2019

The Honorable Chris Lee, Chair
The Honorable Joy A. San Buenaventura, Vice Chair
and Members of the Committee on Judiciary
House of Representatives
State Capitol, Conference Room 325
415 South Beretania Street
Honolulu, Hawaii 96813

Dear Chair Lee, Vice-Chair San Buenaventura, and Members of the Committee on Judiciary:

**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.

The Honorable Chris Lee, Chair
The Honorable Joy A. San Buenaventura, Vice Chair
and Members of the Committee on Judiciary
March 18, 2019
Page 2

While the legislature established photo speed imaging detector and photo red 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.

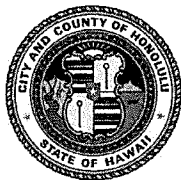
Accordingly, the City and County of Honolulu supports the establishment of a committee to develop policy recommendations to ensure the successful implementation and deployment of photo red light imaging systems.

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

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DEPUTY DIRECTOR

March 19, 2019

The Honorable Chris Lee
The Honorable Joy A. San Buenaventura
and Members of the House
Committee on Judiciary
State Capitol, Room 325
415 South Beretania Street
Honolulu, Hawaii 96813

Dear Chair Lee, Vice Chair San Buenaventura, 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,


Wes Frysztacki
Director

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March 18, 2019

Testimony Supporting SB663 with Amendments

Aloha Chair Lee, Vice Chair San Buenaventura, and esteemed members of the Committee on Judiciary,

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.

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>



March 19, 2019

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

Aloha Chair Lee, Vice-Chair San Buenaventura, and Members of the Judiciary 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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March 19, 2019

To: Representative Chris Lee, Chair –House Committee on Judiciary;
Representative Joy A. San Buenaventura, 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 although we have serious concerns about this latest draft. The previous bills established a photo red-light imaging detector system which would be administered by the counties. The current bill – SB 663, SD2, HD 1 – removes all the justification, purpose, and plans for a red-light camera program and simply creates a policy-setting committee of government representatives. MADD believes that we need action as soon as possible because of an increasing problem on our highways which brings increasing risk to law-abiding drivers and pedestrians. We suggest a committee to include several members of appropriate community organizations as well as government officials and that the completion date of study and general planning be December 1st and a bill be introduced for the 2020 legislative session. Implementation is needed as soon as possible – preferably in the second half of 2020.

Being vitally interested in highway safety, the members of MADD Hawaii endorse measures to protect our citizens by making enforcement of traffic laws more effective. 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.

In 2010, 673 people in the U.S. were killed and an estimated 122,000 were injured in red-light running crashes. About half the deaths in red light running crashes involve pedestrians, bicyclists, and people in other vehicles who are hit by the red-light runners. (IIHS – 2012)

An *Insurance Institute for Highway Safety* study comparing large cities with red light cameras to those without, found the devices reduced the fatal crash rate by 21 per cent.

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.

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

Although some studies report that there is an increase in rear-end collisions after red-light running detection systems are installed, these crashes tend to be much less severe than those resulting from “front-into-side” crashes. A Study by Federal Highway Administration concluded that the economic costs from the rear-end collisions were more than offset by the economic benefits from the decrease in the right-angle crashes targeted by red-light cameras.

MADD urges the committee to pass SB 663, SD2, HD1 with amendments to increase the safety of Hawaii’s roads..

Thank you for the opportunity to testify.



Subject: Support with recommendation SB663 SD2 HD-1

Dear Chair Henry J.C. Aquino, Vice Chair Troy N. Hashimoto, and members of the House Committee on Transportation,

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

SB663 SD2 HD1 removed part III section 3, which was the most critical portion of this measure, which was balanced and thoughtful approach to the implementation of a red-light running program. Most importantly, the previous version of this measure granted counties the authoritative permission to implement a red-light running program. Please consider re-inserting language that would give counties permissions to move forward on a red- light running program.

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>

March 19, 2019

Representative Chris Lee, Chair
Representative Joy A. San Buenaventura, Vice-Chair
Committee on Judiciary
Hawaii State Capitol, Room 325
Honolulu, Hawaii 96813

RE SB663 SD2 HD1 – Automated Red-Light Camera Enforcement Committee and Red-Light Camera Program
SUPPORT IF AMENDED

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 165,000 members, service to and the safety of our members, other motorists, and all road users is our founding and continuing purpose.

We are offering amendments for SB 663 which proposes to establish a red light running committee to review the automated red-light camera enforcement in Hawaii and to make recommendations on how to improve it prior to its implementation in the state.

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.

In Hawaii, while the legislature established photo speed imaging detector and photo red light imaging detector systems to improve traffic safety and enforcement through the passage of Act 234, Session Laws of Hawaii 1998, implementation of these systems as traffic enforcement tools in January 2002 generated intense public opposition. Because of this opposition, the Legislature repealed Act 234 in its entirety. However, most of the opposition to these programs were directed toward the photo speed imaging detector system and the method by which the program was implemented. The public perceived that the program was operated to maximize revenue for the vendor running the program rather than improve traffic safety, which was consistent with our views on the deployment of automated traffic law enforcement.

Based on this experience in Hawaii, and studies and experiences of other states that have deployed these devices, we would like to offer the following amendments for inclusion in SB 633 as guidelines to the “red-light running committee” and the Department of Transportation as part of their deliberations of this issue.

We believe inclusion of our suggested amendments in this bills will assist the work of the “committee” and the Department of Transportation, and they will further offer residents of the state the opportunity to benefit from an effective traffic safety program while protecting drivers from misuse of these automated systems which will result in public opinion and will erode their effectiveness.

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.

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

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

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

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

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

Sincerely,

Stephen Finnegan

Stephen Finnegan
Public Affairs and Government Relations Manager

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

Auto Club Enterprises provides service to more than 14 million members



SB-663-HD-1

Submitted on: 3/18/2019 10:03:26 AM

Testimony for JUD on 3/19/2019 2:05:00 PM

Submitted By	Organization	Testifier Position	Present at Hearing
Melvin Nakahata	The Bike Shop	Support	No

Comments:

Aloha Senators,

Please allow the red light camera bill further consideration. Pedestrians', cyclists', and motorists' safety is at stake. Improving safety awareness at intersections, where majority of collisions occur, is key to preventing collisions and injuries. Every day, I see motorists rushing to "make the yellow light" and enter an intersection after yellow has been lit for a while, and their vehicle is in the intersection when it changes to red. We do not need these risk takers to be a hazard to others! I urge your vote to allow a red light committee to review and make recommendations for future legislative sessions.

Mahalo for your support.

Mel Nakahata

The Bike Shop

commuter cyclist and motorist

SB-663-HD-1

Submitted on: 3/18/2019 12:03:11 PM

Testimony for JUD on 3/19/2019 2:05:00 PM

Submitted By	Organization	Testifier Position	Present at Hearing
Thomas Christy	Kauai Path	Support	No

Comments:

Intersections are an area of many pedestrian and cyclist collisions. It has been proven by statistics that red light cameras help reduce the number of injuries and deaths. I support any effort to reduce the numbers of injuries and deaths. Late year our pedestrian deaths soared. This should not be accepted by anyone. The more we can do to protect our road users, can help reduce this deplorable and unacceptable situation. We all "Share the Road". Passage of SB 663 will be a step in the right direction to achieve Zero Vision. Our goal should be reducing these fatalities to Zero. Each step helps us to come closer to that Goal.

Thank you for your consideration to approve this bill.

Respectfully submitted,

Thomas Christy

Kauai Path Board of Directors Member

SB-663-HD-1

Submitted on: 3/18/2019 3:32:26 PM

Testimony for JUD on 3/19/2019 2:05:00 PM

Submitted By	Organization	Testifier Position	Present at Hearing
Todd Boulanger	Bikeshare Hawaii	Oppose	No

Comments:

Aloha Chair Lee and House Judicial Committee members

I support SB663, if amended. Better would be to revise and return to the original SB663 and act sooner than later and not wait for another committee to complete another study.

The prevalence of red light running has become a **chronic virus** as it is now an all too common unsafe behaviour of Honolulu's drivers. These same drivers at one time drove with "Aloha" for other roadway users, especially vulnerable ones. Why must I tell my visiting kupuna and keiki to count to 5 before they can cross every road with a WALK signal?! [I too have been personally struck by a driver while crossing a crosswalk, so I know how it feels ...and how long it can take to recover.]

Rampant Red Light Running negatively affects our Biki customers' ability to ride safe and also enjoy their ride. Furthermore, for residents that perceive our roadways as unsafe to bike [and walk] will then stop cycling [and walking], this outcome then negatively undermines City, County and State goals for physical health, air quality and congestion reduction...as many of these trips will then turn into car trips, even short ones of a few blocks.

If there is too strong of legislative caution about such tools being "too effective" then do not wait for another roadway death or injury (typically pedestrians) BUT implement a program of red light cameras this year as a "fine-free" **education tool** for vehicle operators. This would allow most drivers (as voters) to change their behaviour over time before fines, these drivers are those who care about others (and themselves) but without the shock of immediate full implementation with monetary fines. Furthermore, this would allow data to be collected as to the extent of the traffic safety "virus" and help move this community discussion forward.

If the SB663 SD2 HD1 does move forward and ONLY establishes a study committee, then please **add a full representative to represent each vulnerable roadway user class**: one for bicyclists, one for pedestrians, and one for the kapuna.

Mahalo,

Todd Boulanger, Executive Director

Bikeshare Hawaii

SB-663-HD-1

Submitted on: 3/18/2019 6:50:05 AM

Testimony for JUD on 3/19/2019 2:05:00 PM

Submitted By	Organization	Testifier Position	Present at Hearing
Randy Ching	Individual	Comments	No

Comments:

Chair Lee, Vice Chair San Buenaventura and members of the committee,

The red light camera program was removed from SB663. This is an important program that should be put back into the bill. Pedestrian and bicycle safety will improve tremendously if a red light camera program is instituted.

As a pedestrian, I have seen many cars run red lights -- some as much as 3 - 4 seconds after the light has changed. This is eventually going to kill people (mostly pedestrians, cyclists) who are in the crosswalk legally. About half of people killed by red light runners are innocent bystanders (including people in cars hit by the red light runners).

Please put back the red light camera program in SB663. Mahalo for your consideration.

Randy Ching (Honolulu)

SB-663-HD-1

Submitted on: 3/15/2019 8:40:09 PM

Testimony for JUD on 3/19/2019 2:05:00 PM

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

Comments:

Aloha Chair Lee, and other members of the esteemed members of the House Committee on Judiciary.

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. 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: 3/18/2019 9:49:35 AM

Testimony for JUD on 3/19/2019 2:05:00 PM

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

Comments:

Dear Chair Lee, Vice Chair San Buenaventura and Members of the Committee on Judiciary

My name is Daphne Manago and I'm testifying in SUPPORT of SB663, SD2, HD1 Relating to Highway Safety.

It saddens me whenever I hear about crashes and fatalities on our streets and it's becoming a new normal. I believe it's important to establish the red light running committee and develop the pilot program for all counties soon as it will reduce speeding, reckless driving, and most importantly, save lives.

When I worked in downtown, I walked to and from my office every morning and afternoon. I would cross the very dangerous intersection at Vineyard Blvd and Pali Hwy where I saw many children and kupunas walking. I would often see drivers running red lights or not watching out for pedestrians. I also witnessed a young man crossing the street get clipped by a vehicle trying to beat the light while making a right turn. The red light cameras will force drivers to be more aware of pedestrians.

My son was killed while riding his bicycle eight years ago and I feel confident that the red light cameras will help keep innocent passengers, pedestrians, bicyclists as well as motorists safe. It would also change driving behavior, reduce speeding and crash related deaths.

Thank you for the opportunity to testify in support of HB663, SD2, HD1.

SB-663-HD-1

Submitted on: 3/18/2019 2:45:22 PM

Testimony for JUD on 3/19/2019 2:05:00 PM

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

Comments:

Please!

I cannot understand why this should not be put into effect. If, for some reason this should be rejected, I want you all to think of a number. The number of deaths, injuries, and collisions it will take before you realize it should be done. We have an appalling number of pedestrian fatalities for a state that promotes being outside. Think about it, how many deaths will it take? One is too many for anyone who gives it any thought. Stand on any corner and you will see a redlight being run in a short time, usually one or two light cycles.

Here we have an opportunity to show we CAN get it right. This is not the poorly run "Speeding Ticket Vans", this is a proven, and effective, measure to make our streets safer. It should be an easy choice.

For the next victim's sake, make this happen.

Thank you!

SB-663-HD-1

Submitted on: 3/17/2019 12:51:41 PM

Testimony for JUD on 3/19/2019 2:05:00 PM

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

Comments:

I support establishing a Photo Red Light Imaging Detector Systems Program, administered by the counties, to help improve the enforcement of traffic signal laws. Red Light Enforcement Cameras. Studies have shown that red Light enforcement cameras reduce crashes and injuries at signalized intersections. 22 States plus the District of Columbia are using red light enforcement cameras. Pass this Bill so it can help prevent more senseless Deaths.

LARRY S VERAY
TO
COMMITTEE ON JUDICIARY
SUPPORT OF SB 663 SD2 HD1
RELATING TO HIGHWAY SAFETY
MARCH 17, 2019

Aloha, Chair's Clarence Nishihara, Vice Chair Glenn Wakai and Committee members. Although I am Chair for the Pearl City Neighborhood Board No. 21, I am submitting this testimony as an individual.

This bill establishes within the Department of Transportation a red light running committee to develop policy for pilot programs in the C&C of Honolulu, and Counties of Maui, Kauai, and Hawaii.

You have the ability to dramatically improve highway safety policy for this great State and all our townships. Other States and Countries have successfully integrated red light video camera technology for their highways. I most strongly recommend that this DOT red light running committee take the lessons learned from those States and Countries so that we do this integration the right way with goal to save lives on our highways.

I most strongly urge you to pass SB 663 SD2 HD1. Mahalo!

Very respectfully,
Larry S. Veray

SB-663-HD-1

Submitted on: 3/18/2019 1:06:55 AM

Testimony for JUD on 3/19/2019 2:05:00 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: 3/18/2019 4:06:26 AM

Testimony for JUD on 3/19/2019 2:05:00 PM

Submitted By	Organization	Testifier Position	Present at Hearing
Ken MacDowell	Individual	Support	No

Comments:

Aloha

I am a **strong support of SB663** relating to highway safety, specifically red light running.

Both my wife and I are long time Waipahu (Waipio Gentry) residents, she for 30+ years. As traffic has increased we have seen a dramatic increase in drivers running red lights. We view this as a significant risk not only to us as bicyclists but also the general public. As grandparents we are concerned for the safety of our grandchildren who range in age from 5 to 18, some of whom will soon ride bicycles or walk to school.

As an avid bicycle rider who rides nearly every day I am very vigilant for cars that fail to yield when required. In recent years I have become **significantly** more vigilant, whether on a bicycle or driving a car, before passing through a lighted intersection. Daily I witness red light runners throughout Waipahu and Ewa Beach. The situation has become so perilous that I often witness drivers who simply look around and if they apparently feel it's safe to do so will simply go through a red light regardless of whether or not pedestrians are in crosswalks.

Please implement the red light camera safety program no later than July 1, 2020.

Thank you,

Ken MacDowell

SB-663-HD-1

Submitted on: 3/18/2019 5:35:25 AM

Testimony for JUD on 3/19/2019 2:05:00 PM

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

Comments:

I support a red light safety camera program for the counties to decide, and I support implementation by [July 1, 2020](#) (up to the counties). [No more delays!](#) Lives are at stake!

SB-663-HD-1

Submitted on: 3/18/2019 6:20:47 AM

Testimony for JUD on 3/19/2019 2:05:00 PM

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

Comments:

It is crucial to adopt this bill with the counties being able to implement red light cameras as they deem fit. Further studies aren't necessary. There is sufficient data available that shows the benefits of the red light cameras. With the counties being responsible for the installation, there will be sufficient control and public feedback to ensure that they will be used, where they can reduce accidents, improve traffic flow,

SB-663-HD-1

Submitted on: 3/18/2019 7:32:30 AM

Testimony for JUD on 3/19/2019 2:05:00 PM

Submitted By	Organization	Testifier Position	Present at Hearing
Elizabeth Kent	Individual	Support	No

Comments:

Thank you for the opportunity to testify in support of this bill. I often see drivers running red lights and not stopping at intersections and hope we can do something about that to protect lives. I support efforts to keep our roads safer and for implementation of those efforts soon.

SB-663-HD-1

Submitted on: 3/18/2019 8:04:32 AM

Testimony for JUD on 3/19/2019 2:05:00 PM

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

Comments:

We need better, safer road system!

Red light camera has been used to make streets safer at other cities. We need those also.

We need safe place to walk and bike. We have more walkers and bikers compared to other state because of the weather and tourists. More people will walk and bike as it becomes safe. It keeps our air cleaner!

I support anything to make our highway safe!!!! Please do not delay!! Please support red light camera!!

SB-663-HD-1

Submitted on: 3/18/2019 8:19:34 AM

Testimony for JUD on 3/19/2019 2:05:00 PM

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

Comments:

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. Please make our streets safer for all!

SB-663-HD-1

Submitted on: 3/18/2019 8:47:24 AM

Testimony for JUD on 3/19/2019 2:05:00 PM

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

Comments:

Dear Committee,

I urge you to start a red light camera program this legislation as it will help make our streets safer for everyone and any delays can mean lives lost. I am submitting this testimony while sitting in court. I witnessed a collision where a van driver ran a red light and caused a moped driver to be severely injured. The van driver has plead not guilty and as a result I have been subpoenaed to testify as a witness. Having a red light program would provide additional evidence that drivers such as this did in fact break the law. Courts would not have to rely solely on self accounts of the collision to recreate an incident.

Please reconsider the revisions made to this bill as I urge you to start the program as soon as possible.

SB-663-HD-1

Submitted on: 3/18/2019 8:27:31 AM

Testimony for JUD on 3/19/2019 2:05:00 PM

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

Comments:

Aloha House Judiciary Committee,

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: 3/18/2019 9:13:54 AM

Testimony for JUD on 3/19/2019 2:05:00 PM

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

Comments:

Do you or your family walk, ride a bike or travel in a vehicle? Then you are subject to traffic violence. We all are. While we cannot eliminate all traffic accidents we can make our streets safer. How? But restoring the red light safety camera program and keeping the start date of July 1, 2020 as the implementation date. I urge you, on behalf of myself and my family and friends, to support this bill so we can have safer streets in Hawaii. Thank you very much.

SB-663-HD-1

Submitted on: 3/18/2019 9:39:51 AM

Testimony for JUD on 3/19/2019 2:05:00 PM

Submitted By	Organization	Testifier Position	Present at Hearing
Melanie S Lander	Individual	Support	No

Comments:

Please support the red light camera implementation program which will increase the safety of my daily bike commute to work from Makiki to downtown Honolulu.

SB-663-HD-1

Submitted on: 3/18/2019 10:19:51 AM

Testimony for JUD on 3/19/2019 2:05:00 PM

Submitted By	Organization	Testifier Position	Present at Hearing
Michael Rosenblum	Individual	Support	No

Comments:

I want implementation now, no more delay.

SB-663-HD-1

Submitted on: 3/18/2019 10:22:48 AM

Testimony for JUD on 3/19/2019 2:05:00 PM

Submitted By	Organization	Testifier Position	Present at Hearing
Laura Owen	Individual	Support	No

Comments:

I strongly support red light camera implementation, but I do not support SB663 in its current form. This bill needs an implementation date and it needs to specify a camera program, not a committee. I do not have the funds for a car so I am a pedestrian. I walk miles to work, to the store, to paddling practice, to anywhere I have to be. I do not have trouble with cars running red lights once a day or once every few days, I have trouble AT EVERY SINGLE LIGHT. Imagine what that's like for a blind person, or an elderly person who can't just jump out of the way, or a bicycle who thought it was safe to go through the light at higher speeds than a pedestrian. Hawaii can't just continue to blame pedestrians and hold us responsible for protecting our lives from drivers who feel they have a right to run red lights. This bill requires a specific program and a specific implementation date.

SB-663-HD-1

Submitted on: 3/18/2019 10:31:58 AM

Testimony for JUD on 3/19/2019 2:05:00 PM

Submitted By	Organization	Testifier Position	Present at Hearing
Carl Takamura	Individual	Support	No

Comments:

I strongly support SB663 as I feel that we need the red light cameras as a deterrent to the growing rate of traffic deaths and injuries on our roads. I also do not feel we can delay this program and urge it enactment by 7.1.2020.

SB-663-HD-1

Submitted on: 3/18/2019 10:48:48 AM

Testimony for JUD on 3/19/2019 2:05:00 PM

Submitted By	Organization	Testifier Position	Present at Hearing
Steve Davidson	Individual	Support	No

Comments:

I am writing to support SB663, including red light cameras, with a start date of 7/1/20.

Red light running is pervasive and a threat to my safety as well as that of all other pedestrians, cyclists, and motorists. I see virtually no enforcement of traffic laws, including those governing red lights.

Whatever technical or legal issues may be involved are simply obstacles that must be overcome. They cannot be allowed to delay any longer the enforcement of our laws against running red lights.

SB-663-HD-1

Submitted on: 3/18/2019 11:25:30 AM

Testimony for JUD on 3/19/2019 2:05:00 PM

Submitted By	Organization	Testifier Position	Present at Hearing
Peggy Regentine	Individual	Support	No

Comments:

I support [SB663](#) . As a biker, walker, cautious driver I see red lights run through daily. This bill and the committee working on it should consider our safety. We don't need another dead pedestrian, biker, child in our statistics. Peggy Regentine

SB-663-HD-1

Submitted on: 3/18/2019 12:32:45 PM

Testimony for JUD on 3/19/2019 2:05:00 PM

Submitted By	Organization	Testifier Position	Present at Hearing
Earl L Parayno	Individual	Support	No

Comments:

Thank you for your attention to testimony in favor of Senate Bill 663. My name is Earl Parayno. I am a resident of Waipahu. I have been driving for over 30 years. Most drivers are law abiding. There is however, a segment of the driving population that drive less than safe and less than considerate of others. I have witnessed drivers who speed, drive aggressively unsafe, drive outright dangerously, drive through red lights, roll through stop signs, drive when under the influence of a substance or drive under the influence of great emotional distress. This segment of drivers need to be discouraged from driving wresklessly and unlawfully and. The goal is to change negative, dangerous, destructive behavior with a vehicle. When the police presence is seen by the public then, drivers "behave"/are discouraged from unsafe/unlawfull driving practices. With the presence and the public knowledge of cameras at intersections with traffic lights driving behavior will discourage drivers from running red lights.

I lived in Los Angeles for 24 years and the cities with cameras at the intersections with traffic lights have less red light violations than intersections without cameras. For the safety of drivers, pedestrians, and cyclists establish cameras at intersections with high red light violations. The unsafe driver need to know that unsafe driving is not tolerated.

Thank you.

Earl Parayno

SB-663-HD-1

Submitted on: 3/18/2019 12:41:04 PM

Testimony for JUD on 3/19/2019 2:05:00 PM

Submitted By	Organization	Testifier Position	Present at Hearing
Frank W Smith	Individual	Support	No

Comments:

As a frequent pedestrian and cyclist please implement the red light camera system as soon as possible. It will save lives.

Mahalo!

SB-663-HD-1

Submitted on: 3/18/2019 1:10:40 PM

Testimony for JUD on 3/19/2019 2:05:00 PM

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

Comments:

Please support this important red light camera bill. This will help keep our streets and pedestrians safe. Implement it now

SB-663-HD-1

Submitted on: 3/18/2019 12:47:17 PM

Testimony for JUD on 3/19/2019 2:05:00 PM

Submitted By	Organization	Testifier Position	Present at Hearing
deborah agles	Individual	Support	No

Comments:

Please support and implement this bill. I live downtown, and i see people run red lights every day. I have had multiple near misses, and one direct hit that resulted in an ambulance ride to Queen's, tons of tests, multiple broken bones, and lots of pain. I was lucky, I lived. Others aren't so lucky. Please protect the public from these crazy aggressive drivers, always in a hurry, and not paying attention!!!!!!!!!!!!!! Thanks, Debborah Agles MD

SB-663-HD-1

Submitted on: 3/18/2019 2:24:53 PM

Testimony for JUD on 3/19/2019 2:05:00 PM

Submitted By	Organization	Testifier Position	Present at Hearing
Katherine M. Grebe	Individual	Support	No

Comments:

I am writing as a private citizen in FULL support of SB 663- the red light camera bill. I am a current member of Neighborhood Board # 12. I am galvanized to to be an active supporter of this bill in order to honor Dr. Travis Lau, the 39 year old anesthesiologist who was killed on Jan 28, 2019 along w/ 2 tourists in the deadly drunk driving accident in Kakaako. We are personal friends of his family & I have been led to do something to channel my anguish- for the heartbroken Lau family. I plan to lobby as much as I can to support any bills related to increasing our safety on the streets for all- drivers, pedestrians & bicyclists. Dealing w/ the many unlicensed drivers & unregistered vehicles on the roads are a bill for another day that also needs to happen.

I am a retired RN & managed my husband's surgical practice for 35 years. He's from Germany, where they have an extremely effective camera program for red light runners as well as speeding. They have a highly successful enforcement rate as well as statistics that prove how well this can work. Germany also has some of the strictest privacy laws in the world- they won't allow Google Earth to film certain areas. They have strict drunk driving laws that work. People do not drink & drive like they do in the US. And this from a country who invented beer! Their freeways often have no speed limits. This works well due to people being trained to comply with laws. Again- this is the country who invented some of the world's fastest cars! I suggest that you study the ways in which Germany has implemented their programs to see how it can work to reduce deaths.

I fervently urge you to pass this bill. Thank you, Kathy Grebe

SB-663-HD-1

Submitted on: 3/18/2019 1:31:20 PM

Testimony for JUD on 3/19/2019 2:05:00 PM

Submitted By	Organization	Testifier Position	Present at Hearing
Linda Newton	Individual	Support	No

Comments:

We have too many, and that is more than ZERO, pedestrians and cyclists assaulted by drivers in motor vehicles. These are not Accidents, but ASSAULTS on individuals that don't have an average of 4000 lbs protecting them as do the drivers of motor vehicles that hit them. Red Light Cameras are proven to reduce collisions and change driver behaviors. Hawaii doesn't enforce the existing laws sufficiently or consistently. Many of us can, and will, recount personal examples of observing and/or being on the receiving end of a near hit by a "Red Light" driver -- as a driver, cyclist or pedestrian. I have changed my behavior positively as a driver in other cities where the red light cameras are in use.

We are not doing enough to protect cyclists, pedestrians and fellow drivers. Enactment of SB663, SD2, HD1 and use of Red Light Cameras will help the enforcement of existing laws against running the Red Lights; provide protection to drivers, cyclists and pedestrians; reduce collisions and assaults on cyclists and pedestrians; and SAVE LIVES. I firmly believe this is an action that is required in Hawaii and strongly urge your passage of these bills.

SB-663-HD-1

Submitted on: 3/18/2019 9:58:57 AM

Testimony for JUD on 3/19/2019 2:05:00 PM

Submitted By	Organization	Testifier Position	Present at Hearing
Michael A. Wee	Individual	Oppose	No

Comments:

The people have already rejected any type of red light camera system (vancams?). I OPPOSE this measure.

LATE

SB-663-HD-1

Submitted on: 3/18/2019 5:00:49 PM

Testimony for JUD on 3/19/2019 2:05:00 PM

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

Comments:

Please PUT BACK THE RED LIGHT CAMERA COMPONENTS OF THIS BILL. I am so disappointed that the legislature is setting up a committee to study the issue. Cyclists and pedestrians are dying in our streets at unprecedented levels. We need action now, not years down the line.

I bike, walk, and run Hawaii roads. Despite my glow-in-the-dark apparel, multiple lights, and great care in dealing with cars, I have had numerous concerning incidents here. I have been lucky. Many are not so lucky, and this bill has potential to reduce the death and injury rates on our roads. I am tired of taking my life in my hands to get exercise in this state!

There is clear evidence that red light cameras work. The bill needs to be passed.

Mahalo,

Susan J. Wurtzburg, Ph.D.

LATE

SB-663-HD-1

Submitted on: 3/18/2019 5:53:12 PM

Testimony for JUD on 3/19/2019 2:05:00 PM

Submitted By	Organization	Testifier Position	Present at Hearing
Sery Berhanu	Individual	Support	No

Comments:

Aloha,

I, Sery Berhanu, strongly support SB663, which would make our streets a lot safer. The lack of motorists to observe the rules of red lights has unfortunately led to many senseless injuries and fatalities. SB663 will reduce the number of vehicles running red lights; and therefore, reduce the number of accidents and make all roads safe for all users. **Therefore, I urge you to require that counties start the implementation of a red-light safety camera program by July 1, 2020.**

Thank you,

Sery Berhanu

LATE

SB-663-HD-1

Submitted on: 3/18/2019 8:44:00 PM

Testimony for JUD on 3/19/2019 2:05:00 PM

Submitted By	Organization	Testifier Position	Present at Hearing
Reef Amano	Individual	Support	No

Comments:

Dear House Judiciary Committee members,

My name is Reef Amano and I support a Red Light Safety Camera Program for the counties to decide. I support implementation as soon as possible by the counties to save lives. Delays will only cause more deaths.

While riding my bicycle 16 miles round trip to/from work for the past 15 years, it has become almost a daily occurrence where I have a close call with a motorist due to their poor driving habits that includes running red lights.

Everyday, during peak traffic hours, everyone can observe red light running at busy intersections near shopping centers and schools at nearly every traffic light cycle. It is also common to see motorists do non-stop Right On Red (ROR) turns that can wipe out pedestrians.

In Hawaii, Red light running has sort of become the norm here and more people will be injured or killed unless there is some kind of enforcement to curb this bad behavior as soon as possible. Hawai'i has the notoriety of having the highest pedestrian fatalities in the entire nation. Police can't be everywhere monitoring all the dangerous intersections all the time and the offending motorists know this and take their chances running red lights because it seems everyone is doing it and the chances of getting a citation is slim. You can observe Red Light Runners are not just individual vehicles but actually groups of vehicles where bad drivers follow other bad drivers in sort of crowd mentality. Unfortunately, the real consequences (accident costs, injuries and deaths) only becomes very real to them after they cause an accident and even then, some drivers won't admit fault unless there is definitive proof like photographic or video evidence against them due to changing societal attitudes where it is no longer honorable to own up for ones mistakes. By having the Automated Red Light Cameras at dangerous intersections, it can save lives, save police costs, and make people safer drivers.

Please support the Red Light Camera program and push for implementation as soon as possible.

Mahalo!

Reef Amano

SB-663-HD-1

Submitted on: 3/18/2019 8:49:24 PM

Testimony for JUD on 3/19/2019 2:05:00 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. 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.

Sincerely,

David Chong

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



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March 18, 2019

The Honorable Chris Lee, Chair
and members of the Committee on Judiciary
House of Representatives
State Capitol
Honolulu, HI

Dear Representative Lee 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

LATE

SB-663-HD-1

Submitted on: 3/18/2019 9:39:10 PM

Testimony for JUD on 3/19/2019 2:05:00 PM

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

Comments:

I want implemenation of the red light safety program. There are lives at stake 24/7 on our streets. YOUR LIFE, YOUR OHANA'S LIVES, MY LIFE, MY OHANA'S LIVES etc etc. depend on this.

No more delays.....this program is supported by the police department, department of transportation etc., etc. Please please take this critical step toward safer streets for our island community.

Do the right thing, support implementation NOW!

Mahalo,

Sharleen Andrade

LATE

SB-663-HD-1

Submitted on: 3/18/2019 10:47:33 PM

Testimony for JUD on 3/19/2019 2:05:00 PM

Submitted By	Organization	Testifier Position	Present at Hearing
Kerrie Villers	Individual	Support	No

Comments:

Chair and Members,

I strongly support this bill in its original intent, which was to establish red light cameras. Less than 6 months ago, I was almost hit by a woman who ran a red light. I had my 3 year old son in the car and was grateful that I delayed starting to drive even though I had a green light. My husband on numerous occasions has almost been struck by people running red lights, and he rides a motorcycle to commute to work.

This problem is only getting worse. I can say with no exaggeration that every day I see people running red lights, and there are clearly not enough police officers to enforce the law and get this under control.

Please restore the bill to include traffic cameras for red lights and keep the start date at July 1, 2020 for the safety of us all.

Thank you,

Kerrie Villers

House District 20

LATE

SB-663-HD-1

Submitted on: 3/19/2019 12:30:32 AM
Testimony for JUD on 3/19/2019 2:05:00 PM

Submitted By	Organization	Testifier Position	Present at Hearing
JoAnn A. Yukimura	Individual	Comments	No

Comments:

Thank you for the opportunity to testify. I testify as an individual citizen and a former Kaua'i mayor and councilmember.

I support the original essence of SB663. It is a matter of life and death.

I support red light cameras and a start date of 7/1/20. It makes no sense to delay something that will save lives.

Thank you for legislating in accordance with the public's trust.

Mahalo nui loa.

LATE

SB-663-HD-1

Submitted on: 3/19/2019 1:37:19 AM

Testimony for JUD on 3/19/2019 2:05:00 PM

Submitted By	Organization	Testifier Position	Present at Hearing
Melissa-Iris Lau	Individual	Support	No

Comments:

For every careful driver on the road, there's another who drives without regard for the safety of others. We don't need to read stats to have an awareness of the number of red-light runners for we see them everyday as we drive, bike, and walk. Lt Andre Peters of HPD mentioned that he issued 3000 citations himself in one year for drivers who ran red lights...imagine the number of individuals not caught and therefore not accounted for. The HPD are inundated with so many projects and calls. In fact, I've never seen them catch a single offender that I've witnessed with my own eyes. Eventually, there will be a time when I am the first responder to a passenger who is T-boned in an intersection or a pedestrian in a crosswalk who is struck...I've been mentally and emotionally preparing myself to handle such a crisis everyday.

I drive very cautiously but I myself have nearly been T-boned in an intersection in Honolulu. When it comes to buying a vehicle, I now consider collision rating because I can't trust other drivers.

Keep in mind that vehicles become weapons when in motion and don't need to travel fast to cause severe injury and/or death. As a nurse, I've taken care of very sick patients in the ICU. I've seen patients and their family members suffer the consequences of traumatic brain injuries and such. Survival is not always guaranteed and neither is restoration to full functioning capacity. Meanwhile, the survivor or victims of the deceased will have to endure years of trauma and pain, as well as high medical bills.

Our behavior and culture needs to change and unfortunately, stories of tragedy are not enough for many. I never thought I would suffer through a tragedy until my husband, Dr. William Travis Lau was struck and killed by a drunk driver on 1/28/19. His own grandmother was also killed by a drunk driver. We also assume the odds are in our favor, but truly life is so fragile and doesn't have to be. Injuries and death as a result of red-light running is completely senseless and avoidable and outweighs the risks of rear-ending. I believe that drivers will change their behavior if it means being hit with a hefty fine.

I support this bill and urge you to bring back the red light safety program and have this implemented no later than 7/1/2020.

SOMETHING MAJOR HAS TO CHANGE NOW. DO NOT WAIT UNTIL YOU OR SOMEONE YOU KNOW IS THE NEXT VICTIM OF SOMEONE'S IRRESPONSIBLE CHOICE TO RUN A RED LIGHT.

LATE

SB-663-HD-1

Submitted on: 3/19/2019 9:30:24 AM
Testimony for JUD on 3/19/2019 2:05:00 PM

Submitted By	Organization	Testifier Position	Present at Hearing
Ray Severn	Individual	Oppose	No

Comments:

I generally support this bill EXCEPT it needs to include the Red Light Camera Program to be implemented July 1, 2020. Enforcing Red Light Violations saves lives. It could save your life and the life of your loved one, and the lives of the citizens we work for. The Red Light Camera Program makes law enforcement more efficient. Don't be afraid of the rogue lawsuit that may threaten successful implementation. The people can successfully defend against this.

Thank you for your serious deliberation and consideration.

Ray