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DIRECTOR

ROBERT YU  
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EMPLOYEES' RETIREMENT SYSTEM  
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OFFICE OF THE PUBLIC DEFENDER

**STATE OF HAWAII  
DEPARTMENT OF BUDGET AND FINANCE**

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

**WRITTEN ONLY**

TESTIMONY BY RODERICK K. BECKER  
DIRECTOR, DEPARTMENT OF BUDGET AND FINANCE  
TO THE HOUSE COMMITTEE ON TRANSPORTATION  
ON  
SENATE BILL NO. 663, S.D. 2

**March 13, 2019  
10:00 a.m.  
Room 423**

RELATING TO HIGHWAY SAFETY

Senate Bill (S.B.) No. 663, S.D. 2, establishes the Photo Red Light Imaging Detector Systems Program, administered by the counties, to help improve the enforcement of traffic signal laws. This bill establishes a Photo Red Light Imaging Detector Systems Program Special Fund, administered by the Department of Transportation, into which shall be paid revenues collected pursuant to this chapter. All proceeds of fines shall be expended in the county from which they were collected for the establishment, operation, management and maintenance of a photo red light imaging detector system.

As a matter of general policy, the Department of Budget and Finance does not support the creation of any special fund that does not meet the requirements of Section 37-52.3, HRS. Special funds should: 1) serve a need as demonstrated by the purpose, scope of work and an explanation why the program cannot be implemented successfully under the general fund appropriation process; 2) reflect a clear nexus between the benefits sought and charges made upon the users or beneficiaries or a

clear link between the program and the sources of revenue; 3) provide an appropriate means of financing for the program or activity; and 4) demonstrate the capacity to be financially self-sustaining. In regards to S.B. No. 663, S.D. 2, it is difficult to determine whether the proposed special fund would be self-sustaining.

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

Thank you for your consideration of our comments.



## **Office of the Public Defender State of Hawai'i**

### **Testimony of the Office of the Public Defender, State of Hawai'i to the House Committee on Transportation**

March 11, 2019

S.B. No. 663, S.D. 2: RELATING TO HIGHWAY SAFETY

Hearing: Wednesday, March 13, 2019, 10:00 a.m.

Chair Aquino, Vice Chair Hashimoto, and Members of the Committees:

The Office of the Public Defender opposes S.B. No. 663, S.D. 2.

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

According to this measure, a photographic, digital or other visual image of the driver of the vehicle would be taken. The summons would be sent to the registered owner of the motor vehicle, and would constitute prima facie evidence that the registered owner was the person who committed the violation. The registered owner, if he/she was not driving the motor vehicle during the photo red light violation, would be inconvenienced by having to prepare a written statement, testify in court, call witnesses or obtain extrinsic proof of his innocence, at his own expense.

Furthermore, many family and households have multiple licensed drivers sharing a vehicle or vehicles, and the vehicle(s) are registered to only one of the licensed drivers of the household. Therefore, when a non-registered driver enters an intersection against a red light, the non-registered driver will not receive the citation; instead, the registered owner will receive the citation. When the registered owner responds to the citation by mail, he/she simply needs to submit his/her driver's license along with a written statement asserting that the person depicted in the red-light photograph is not the registered owner. Because the driver license photograph of the registered owner does not match the photograph of the alleged violator, the presiding judge must dismiss the citation. Hence, the alleged violator will not be prosecuted. The citation will also be dismissed even if the registered owner is required to appear in court. Once the presiding judge determines that the person in court is the registered owner and that the person depicted in the red-light photograph is not of the

registered owner, the citation must be dismissed. Again, the alleged violator will never be prosecuted.

We also believe that article I, section 10 of the Hawai'i Constitution and the fifth amendment to the United States Constitution prohibits the presiding judge from compelling the registered owner to testify and disclose the identity of the alleged violator in the red-light photograph. Therefore, enforcement of the traffic signals law via the red light imaging detector system for a substantial number of drivers (i.e., drivers operating vehicles not registered to them) will be rendered ineffective.

Another factor this committee has to consider is the cost of implementing a photo red light program. The general public has already voiced its outspoken opposition to photo speed detection systems. Do we have the public's support for such a program? What happens after the public demands that this program be disbanded, much like the "van cam" system? The difference between photo red light detection and the speeding vans is that in order to implement photo red light detection, monies must be spent up front, for the fixed cameras and embedded sensors. Before we embark on such a program, we must be certain of the total cost of installing the cameras and detection equipment, and that there is public support for the expenditure.

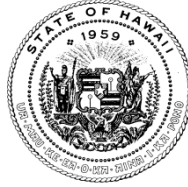
Other communities, most notably in California and Arizona, have begun to disband their photo red light programs. *See* Scazuzillo, Steve, San Gabriel Valley Tribune, "Red-light cameras being stopped across Southern California, country," January 21, 2014, updated August 30, 2017 (<https://www.sgvtribune.com/2014/01/21/red-light-cameras-being-stopped-across-southern-california-country/>), last visited February 4, 2019); *see also* Lapastora, Charlie, Fox News, "Red-light cameras come under fire, at least 7 states trying to ban them," January 31, 2018 (<https://www.foxnews.com/us/red-light-cameras-come-under-fire-at-least-7-states-trying-to-ban-them>), last visited February 4, 2019).

Moreover, in some communities, the fines generated from red light violations have not kept up with the cost of operating the cameras. Furthermore, vendors in other jurisdictions have sought to reduce the duration of the yellow light in order to "catch" more violators and generate more revenue. A shortening of the yellow light sequence may result in more red-light violations but will also increase the danger of motor vehicle and pedestrian accidents.

This measure will do more to generate revenue for the vendors of the photo red light technology than increase public safety. Many drivers who run red lights do so because they are distracted, and believe they have the right of way. For these people, the existence of a photo red light detection system will not be a deterrent. The most effective way to get people to slow down and pay attention to the traffic laws is the existence of a police presence. Problem intersections should be targeted by the police for red light enforcement. A longer delay between the red/green light sequences would also decrease the amount of collision at intersections. Studies have shown that lengthening a yellow light by even one second will have a significant impact on reducing red light violations and traffic accidents. Extending the yellow light and creating a short delay between the red and green light is more effective than photo red light enforcement, and does not cost the taxpayer any money.

A photo red light detection system will not pay for itself. It will have to be funded by the taxpayers year after year.

It seems as if every few years, photo red light enforcement legislation is introduced without success. The number one reason for the implementation of this kind of system is to make money for its vendor. We oppose the passage of S.B. No. 663, S.D. 2. Thank you for the opportunity to be heard on this matter.



**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**  
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March 13, 2019  
10:00 A.M.  
State Capitol, Room 423

**S.B. 663, S.D. 2**  
**RELATING TO HIGHWAY SAFETY.**

House Committees on Transportation

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

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

During the five-year period of 2007 - 2011, there were 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 committee. The appropriations would be used for travel and committee expenses for committee meetings.

Thank you for the opportunity to provide testimony.



Subject: Support SB663 SD2

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.<sup>1</sup>

SB663 SD2 provides a balanced and thoughtful approach to the implementation of a red-light running program. Most importantly, this measure permits, yet does not require, counties to explore implementation of 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](http://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.*

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

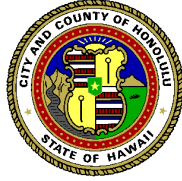
**OFFICE OF THE MAYOR  
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MANAGING DIRECTOR

GEORGETTE T. DEEMER  
DEPUTY MANAGING DIRECTOR



March 13, 2019

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

Dear Chair Aquino, Vice-Chair Hashimoto, and Members of the Committee on Transportation:

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

S.B. No. 663 S.D. 2, proposes to increase traffic safety by establishing a Red Light Imaging Detector Systems Program (Program) and related procedures including the requirement that proceeds from fines be expended in the county from which the fines were collected; authorizing the counties to administer the Program; and establishing a Red Light Running Committee to review the photo red light imaging detector systems program prior to the Programs statutory implementation.

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,



The Honorable Henry J.C. Aquino, Chair  
The Honorable Troy N. Hashimoto, Vice Chair  
and Members of the Committee on Transportation  
March 13, 2019  
Page 2

providing these officers more time to respond to priority calls.

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. Authorizing the establishment of red light photo imaging detector systems and allowing counties to administer these programs provides the City and County of Honolulu with additional tools to improve the safety of all roadway users and deter drivers from creating hazardous situations by violating red light traffic laws.

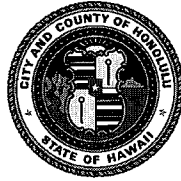
While we understand that the appropriations for initiating the photo red light imaging detector system program have been removed from this draft of the measure as the program will not be initiated until July 1, 2020, we note that moneys will need to be provided during the next legislative session to initiate this program.

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

DEPARTMENT OF TRANSPORTATION SERVICES  
CITY AND COUNTY OF HONOLULU

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March 13, 2019

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

Dear Chair Aquino, Vice Chair Hashimoto, 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 are in strong support of the provision in this measure in Part IV that allows revenues from red light violation fines collected in the counties to be expended in the respective counties for the operation, management, and maintenance of the photo red light imaging detector system. However, we note that an appropriation of general funds is required to establish and launch this program.

Thank you for the opportunity to submit this testimony.

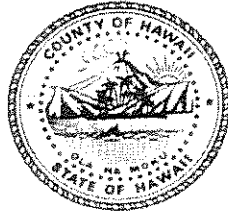
Very truly yours,

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

Wes Frysztacki  
Director

MITCHELL D. ROTH  
PROSECUTING ATTORNEY

DALE A. ROSS  
FIRST DEPUTY  
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## OFFICE OF THE PROSECUTING ATTORNEY

TESTIMONY IN SUPPORT OF SENATE BILL NO. 663, SD 2

A BILL FOR AN ACT RELATING TO HIGHWAY SAFETY

COMMITTEE ON TRANSPORTATION

Rep. Henry J.C. Aquino, Chair

Rep. Troy N. Hashimoto, Vice Chair

Wednesday, March 13, 2019, 10:00 a.m.

State Capitol, Conference Room 423

Honorable Chair Aquino and Honorable Vice Chair Hashimoto, and Members of the Committee on Transportation. The Office of the Prosecuting Attorney, County of Hawai'i submits the following testimony in SUPPORT of Senate Bill No. 663, SD 2.

This measure establishes a red light running committee and establishes the photo red light imaging detector systems program. Authorizes counties to administer the program and requires proceeds of fines to be expended in the county from which they were collected for operation of the program.

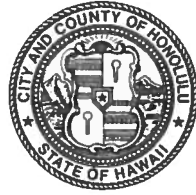
Record numbers of pedestrians, as well as people biking and driving are injured or killed on our streets by irresponsible drivers. Everyone has the right to be safe on Hawaii's roads.

The Office of the Prosecuting Attorney, County of Hawaii, supports saving lives via automated enforcement with red light cameras.

The Office of the Prosecuting Attorney, County of Hawai'i SUPPORTS the passage of Senate Bill No. 663, SD 2. Thank you for the opportunity to testify on this matter.

POLICE DEPARTMENT  
**CITY AND COUNTY OF HONOLULU**

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MAYOR

SUSAN BALLARD  
CHIEF

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JONATHAN GREMS  
DEPUTY CHIEFS

OUR REFERENCE

AP-GR

March 13, 2019

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

Dear Chair Aquino and Members:

**SUBJECT: Senate Bill No. 663, S.D. 2, 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, 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 our 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 Henry J.C. Aquino, Chair  
and Members  
Page 2  
March 13, 2019


A system where there is no collaborative effort from all involved agencies can lead to distrust in the system. Creating a red light running committee would allow the agencies to voice their concerns and come up with solutions to this growing problem. The discussion needs to be undertaken by those directly responsible for the safety of the motoring public. This bill would allow the counties to have a say in how the photo red light imaging detector systems would be implemented.

A pilot project should be implemented following the committee's report as to the locations, logistics, feasibility, and infrastructure needed for such a program. This would give everyone time to get acquainted with the system and fix any potential issues prior to an islandwide deployment.

Motorists, pedestrians, and bicyclists need to be more aware of their surroundings, obey traffic laws, and take responsibility for their own personal safety. Especially in light of the recent deaths on our roadways, the HPD supports Senate Bill No. 663, S.D. 2, Relating to Highway Safety, and urges you to also support this measure.

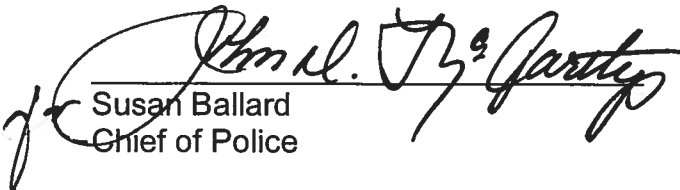
Thank you for the opportunity to testify.

Sincerely,



Andre Peters, Acting Captain  
Traffic Division

APPROVED:



Susan Ballard  
Chief of Police

**SB-663-SD-2**

Submitted on: 3/12/2019 3:23:59 PM

Testimony for TRN on 3/13/2019 10:00:00 AM

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

Comments:

Maui Police Department has long supported the idea of holding accountable motorist who purposely run the red light at the various location in Maui County. Having such a system will greatly enhance the safety at our various interseptions.

March 13, 2019

Representative Henry J.C. Aquino, Chair  
Representative Troy N. Hashimoto, Vice Chair  
Committee on Transportation  
Hawaii State Capitol, Room 423  
Honolulu, HI 96813

**RE SB663 – RELAITNG TO HIGHWAY SAFETY.  
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 "[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

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"there is not enough empirical evidence based on proper experimental design procedures to state this conclusively."

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

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traffic safety at the intersection (e.g., including an all-red phase in the traffic light cycle), before an automated enforcement device is installed. We believe this is an important criterion when red light programs are being considered.

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

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

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

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

Thank you for your consideration of our proposed 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

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March 13, 2019

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

Aloha Chair Aquino, Vice-Chair Hashimoto, & Members of the Committee:

Blue Zones Project–Hawaii **supports** SB663 SD2, which establishes a photo red light running imaging detector systems program, authorizes the counties to administer the program, and creates a Red Light Running Committee. These steps are pieces of a more comprehensive approach that is needed to address the high rates of road violence in our state.

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.

This measure also calls for the creation and convening of a red light running committee, which would review the Act and make recommendations on improving it. This component is vital. Progress is about engaging the appropriate stakeholders, evaluating and making changes. Not only will this approach will help address concerns regarding another “Van Cam” situation.

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 support of SB663 SD2.

Sincerely,

*Peggy Mierzwa*

Peggy Mierzwa  
Blue Zones Project—Hawaii

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En Young, MBA  
Sansei, Lanai

Date: March 12, 2019

To: Representative Henry Aquino, Chair  
Representative Troy Hashimoto, Vice Chair  
Members of the Committee on Transportation

Re: Support for SB 663, Relating to Highway Safety

Hrg: March 13, 2019 at 10:00am at Conference Room 423

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The Hawai'i Public Health Institute<sup>i</sup> is in **Support of SB 663**, which establishes a red light running committee and allows the counties to establish the photo red light imaging detector systems program.

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%<sup>ii</sup> and reduce the most serious crashes that are most likely to result in serious injury or death<sup>iii</sup>.

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.

Thank you for the opportunity to provide testimony.

Mahalo,

A handwritten signature in black ink, appearing to read 'Trish'.

Trish La Chica  
Policy and Advocacy Director

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<sup>i</sup> 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.

<sup>ii</sup> 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)

<sup>iii</sup> 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/>



Mothers Against Drunk Driving HAWAII  
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Phone (808) 532-6232  
Fax (808) 532-6004  
hi.state@madd.org

March 13, 2019

**To:** Representative Henry J.C. Aquino, Chair –House Committee on Transportation; Representative Troy N. Hashimoto, Vice Chair; and members of the committee

**From:** Arkie Koehl/Carol McNamee, Public Policy Committee - MADD-Hawaii

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

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MADD Hawaii is testifying in support of Senate Bill 663, SD2, Relating to Highway Safety. This bill establishes a photo red-light imaging detector system which would be administered by the counties.

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 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 to increase the safety of Hawaii’s roads..

Thank you for the opportunity to testify.



## Peoples Advocacy For Trails Hawai'i

PO Box 62, Kailua-Kona, Hawai'i 96745  
808 -326-7284 www.pathhawaii.org

Subject: Support SB663

### Board of Directors

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Tina Clothier

### Program Director

Paul Burke

### Mission

To safely connect  
the people and  
places on Hawaii  
Island with pathways  
and bikeways.

*Serving*  
the Island of Hawai'i  
since 1986

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

My name is Tina Clothier and I am the Executive Director of PATH~Peoples Advocacy for Trails Hawaii and a member 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. 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.

SB663 provides a balanced and thoughtful approach to the implementation of a red-light running program. Most importantly, this measure permits, yet does not require, counties to explore implementation of 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.

Bills such as this one will also support Hawaii County's Vision Zero Plan, proclaimed by Mayor Harry Kim on February 1, 2019 and adopted by the Hawaii County Council Transportation Committee on February 4, 2019.

The plan will develop strategies, policies and programs designed to eliminate traffic fatalities and serious injuries on our roadways,

Mahalo for this opportunity to submit testimony on this lifesaving bill.

**SB-663-SD-2**

Submitted on: 3/11/2019 5:23:25 PM

Testimony for TRN on 3/13/2019 10:00:00 AM

<b>Submitted By</b>	<b>Organization</b>	<b>Testifier Position</b>	<b>Present at Hearing</b>
Miyako	HBL	Support	No

Comments:

I am a bicycle rider, walker and runner. We need to be able to enjoy our activity without threat from car drivers.



**SB-663-SD-2**

Submitted on: 3/11/2019 8:48:05 PM

Testimony for TRN on 3/13/2019 10:00:00 AM

<b>Submitted By</b>	<b>Organization</b>	<b>Testifier Position</b>	<b>Present at Hearing</b>
Jason DeMarco	Honolulu Bike League	Support	No

Comments:

As a daily bike commuter I wish to improve the safety of our roads by supporting this bill to discourage motorists from running red lights and endangering pedestrians and bicyclists.

**SB-663-SD-2**

Submitted on: 3/12/2019 6:27:08 AM

Testimony for TRN on 3/13/2019 10:00:00 AM

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

Comments:

Aloha Rep. Aquino & Committee Members,

On behalf of Kauai Path, Inc's board of directors, I urge you to vote in favor of this bill as a significant step towards reducing roadway crashes, injuries, and deaths.

Properly implemented, red light detection cameras are an effective tool in preventing red light running and improving motorists' behaviors. If enacted, this bill will engage a committee composed of of police, prosecutors, defense attorneys, judiciary and others to coordinate implementation using national best practices.

Testimony in favor of SB663 SD1 submitted on February 20, 2019 by the Honolulu Police Department pointed out that citizens expect HPD officers to improve safety on our streets, and that red light detection cameras will provide them with a much needed means to fulfill that mandate. According to HPD's testimony, "The passage of this bill would allow our streets to be much safer with a visible 24-hour deterrent at our busiest intersections. This would free up law enforcement officers to respond to priority calls and removes the safety risks involved in conducting traditional traffic stops during their tour of duty."

Similarly, the State of Hawaii Department of Transportation's testimony submitted on February 19, 2019 supporting SB663 SD1, asserts, "The red light detection cameras has shown to be very effective in cities across the nation. Intersections where high volume of crashes have occurred previously; the installation of the red light cameras at those intersections have shown a significant reduction of crashes. This leads to the protection from all types of injuries and property damage."

This bill will clearly advance safety on our streets. Please help by approving this life-saving measure.

Mahalo, Tommy Noyes, Executive Director, Kauai Path, Inc.



Testimony in SUPPORT of SB663 SD2

To: COMMITTEE ON TRANSPORTATION

Rep. Henry Aquino, Chair

Rep. Troy Hashimoto, Vice Chair

Keiki Injury Prevention Coalition (KIPC) **SUPPORTS SB663 SD2 RELATING TO HIGHWAY SAFETY**

My name is Lisa Dau, RN, Injury Prevention Coordinator and I represent Keiki Injury Prevention Coalition (KIPC). KIPC **SUPPORTS** the passage of SB663 SD2 relating to highway safety; photo red light imaging. There are several studies over 30 years of red light cameras in several countries, including US, showing the cameras improve the overall safety of intersections where they are used. The majority of the studies show a reduction in angle crashes, rear-end crashes and reduced red light running. These reduction of crashes are life-saving.

Drivers must take responsibility in avoiding crashes and that includes running red lights. The red light enforcement will be an added protection to our communities where they will be placed by enforcing drivers to take that red lights seriously and be accountable for their actions.

Thank you for your time in considering passing SB663 SD2

Mahalo,

Lisa Dau, RN

Injury Prevention Coordinator

Keiki Injury Prevention Coalition

**ADDRESS**

3442 Waialae Ave., Suite 1  
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808-735-7989

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bicycle@hbl.org

March 12, 2019

### Testimony Supporting SB663

Aloha Chair Aquino, Vice Chair Hashimoto, and esteemed members of the Committee on Transportation,

Hawaii Bicycling League **strongly supports Senate Bill SB663**, which allows the counties to establish “photo red light imaging detector systems.”

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)<sup>i</sup>. 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%<sup>ii</sup>
- 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 death<sup>iii</sup>
- Red light enforcement cameras save lives – in the US in 2014, red light running was a factor in 710 deaths<sup>iv</sup> - 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<sup>v</sup>

SB663 follows established national best practices<sup>vi vii</sup> 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 pass 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](mailto:Daniel@hbl.org)) or Chad Taniguchi (808-255-8271, [Chad@hbl.org](mailto:Chad@hbl.org)).

Ride and Drive Aloha,



Daniel Alexander  
Co-Executive Director  
Hawaii Bicycling League



Chad Taniguchi  
Director Emeritus  
Hawaii Bicycling League

#### Sources

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<sup>i</sup> 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](https://www.capitol.hawaii.gov/Session2019/Testimony/SB663_SD1_TESTIMONY_WAM_02-20-19_PDF)

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

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

<sup>iv</sup> <https://safety.fhwa.dot.gov/intersection/conventional/signalized/rlr/>

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

<sup>vi</sup> [https://safety.fhwa.dot.gov/speedmgt/ref\\_mats/fhwasa1304/resources2/27%20-%20Automated%20Enforcement%20for%20Speeding%20and%20Red%20Light%20Running.pdf](https://safety.fhwa.dot.gov/speedmgt/ref_mats/fhwasa1304/resources2/27%20-%20Automated%20Enforcement%20for%20Speeding%20and%20Red%20Light%20Running.pdf)

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



March 12, 2019

### Testimony Supporting SB663

Aloha Chair Dela Cruz, Vice Chair Keith-Agaran, esteemed members of the Committee on Ways and Means,

Maui Bicycling League **strongly supports Senate Bill SB663**, which allows the counties to establish “photo red light imaging detector systems.”

Photo red light imaging detector systems or red light enforcement 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 the US in 2014, red light running was a factor in 710 deaths, including 44 bicycle and pedestrian deaths<sup>i</sup>
- Red light enforcement cameras reduce crashes & injuries – a summary of studies found they reduce crashes at signalized intersections by 25-30%<sup>ii</sup>
- 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<sup>iii</sup>
- 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<sup>iv</sup>

SB663 follows national best practices that will ensure that red light enforcement cameras accomplish the objective of saving lives and reducing traffic injuries, while minimizing any potential concerns:

- Cameras will be at fixed locations with signs warning drivers of the cameras
- Cameras will be placed where data shows traffic crashes and injuries
- 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)
- A red light running committee will make recommendations before implementation
- Each county must separately decide to implement red light cameras
- 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 pass SB663 and take a major step towards making our streets safer for people that walk, bike, and drive.

Mahalo for your efforts in helping to create a Bicycle-Friendly community on Maui.

Saman Dias

**Chair Maui Bicycling League**

808-633-8553 ext 100

**SB-663-SD-2**

Submitted on: 3/12/2019 4:20:48 PM

Testimony for TRN on 3/13/2019 10:00:00 AM

<b>Submitted By</b>	<b>Organization</b>	<b>Testifier Position</b>	<b>Present at Hearing</b>
Eileen M Gawrys	Dr eileen gawrys for Hawai'i Bicycling League	Support	No

Comments:

**SB-663-SD-2**

Submitted on: 3/12/2019 4:27:29 PM

Testimony for TRN on 3/13/2019 10:00:00 AM

<b>Submitted By</b>	<b>Organization</b>	<b>Testifier Position</b>	<b>Present at Hearing</b>
Christine Laoan	Hawaii Bicycle League	Support	No

Comments:

Aloha,

I support SB663 Photo Red Light Safety Cameras. It is everyone's responsibility to keep our children, and our kupuna safe as they cross the street at the crosswalk. With the technology that exists, there are so many distractions (talking on the phone, texting, and reading on social media.) This has to stop and people need to start paying attention to the road again.

I have heard of so many hit-and-run's on the news and it is heart-breaking. It angers me because this victim(s) is someone's son/daughter, father/mother, brother/sister, etc. And the person who hit him/her did not stop to help. Distracted motorist should be held responsible and pay a fine. There is no excuse for running the red light.

They read the driver's education book, passed their driver's test and received their driver's license. When they earned their driver's license, they have a duty and responsibility that they have to abide by the law. When a motorist run a red light, they know they are in the wrong. If they break the law, they should be cited. Simple as that. With the camera, there is evidence, and the guilty person cannot deny what they did. The only way that a person will learn their lesson is to fine them a penalty and they will surely never to do it again.

I understand that the police won't always be there to catch a motorist running the red light, but if we had these cameras in place, there will be a better chance of catching these guilty drivers in the act. The use of cameras make it more safe for our officers too. Make these drivers accountable for their actions. Make our streets safer for our keiki and kupuna.

Thank you for your time and listening to what I have to say.



**SB-663-SD-2**

Submitted on: 3/12/2019 7:41:40 AM

Testimony for TRN on 3/13/2019 10:00:00 AM

<b>Submitted By</b>	<b>Organization</b>	<b>Testifier Position</b>	<b>Present at Hearing</b>
Gary Holton	Individual	Support	Yes

Comments:

Aloha e committee members,

Thank you for the opportunity to show my support for SB663. I am testifying today as a parent, as a bike rider, as a driver, and as a citizen, urging you to support this bill to install red light cameras at dangerous intersections. As traffic has increased on O'ahu, the running of red lights has become almost routine for many drivers. Today's red is yesterday's yellow. Drivers seem to know that they will not be fined for running red lights, so they flagrantly violate the law. This forces more cautious drivers to wait at green lights, looking out to make sure other drivers aren't running the red light in front of them.

Meanwhile, pedestrians and cyclists and others who have learned that "green means go" are put at risk. As a cyclist, I have had several close calls, thinking that it was safe to cross an intersection on a green light, only to be nearly hit by a car speeding through a red light. Please pass this bill before more people are hurt.

Some people may be concerned about the "big brother" effect of this technology, but the principle here is sound. A photograph of a car in an intersection with a red light provides clear evidence of a violation. Moreover, the mere existence of the cameras will likely have a strong deterrent effect.

Please pass this bill to make our streets safer.

Sincerely,

Gary Holton

Honolulu

**SB-663-SD-2**

Submitted on: 3/11/2019 9:37:14 AM

Testimony for TRN on 3/13/2019 10:00:00 AM

<b>Submitted By</b>	<b>Organization</b>	<b>Testifier Position</b>	<b>Present at Hearing</b>
Joy Loudermelt	Individual	Support	No

Comments:

As a pedestrian, I often have to wait a few seconds after receiving the walk signal to allow vehicles running red lights by. I see this every day in downtown Honolulu. Please pass this bill in order to increase pedestrian safety. Thank you.

**SB-663-SD-2**

Submitted on: 3/11/2019 1:19:56 PM

Testimony for TRN on 3/13/2019 10:00:00 AM

<b>Submitted By</b>	<b>Organization</b>	<b>Testifier Position</b>	<b>Present at Hearing</b>
Molly Mamaril	Individual	Support	No

Comments:

**SB-663-SD-2**

Submitted on: 3/11/2019 2:28:18 PM

Testimony for TRN on 3/13/2019 10:00:00 AM

<b>Submitted By</b>	<b>Organization</b>	<b>Testifier Position</b>	<b>Present at Hearing</b>
Kelsie Cajka	Individual	Support	No

Comments:

Due to the increase of fatal traffic accidents in Hawaii, steps should be taken to ensure the public's safety and one of those steps should be the Red light Running Cameras. I support this bill and the added awareness for safe driving.

**SB-663-SD-2**

Submitted on: 3/11/2019 3:06:12 PM

Testimony for TRN on 3/13/2019 10:00:00 AM

<b>Submitted By</b>	<b>Organization</b>	<b>Testifier Position</b>	<b>Present at Hearing</b>
Molliane Gotter	Individual	Support	No

Comments:

**SB-663-SD-2**

Submitted on: 3/11/2019 4:48:34 PM

Testimony for TRN on 3/13/2019 10:00:00 AM

<b>Submitted By</b>	<b>Organization</b>	<b>Testifier Position</b>	<b>Present at Hearing</b>
Royce Fukuroku	Individual	Support	No

Comments:

**SB-663-SD-2**

Submitted on: 3/11/2019 5:10:43 PM

Testimony for TRN on 3/13/2019 10:00:00 AM

<b>Submitted By</b>	<b>Organization</b>	<b>Testifier Position</b>	<b>Present at Hearing</b>
Miri	Individual	Support	No

Comments:

Please pass this bill!

**SB-663-SD-2**

Submitted on: 3/11/2019 5:32:39 PM

Testimony for TRN on 3/13/2019 10:00:00 AM

<b>Submitted By</b>	<b>Organization</b>	<b>Testifier Position</b>	<b>Present at Hearing</b>
David Kenney	Individual	Oppose	No

Comments:

Although traffic safety improvements are needed, this is not the solution. There are several communities on the mainland that have discontinued the use of traffic cameras because they have had the opposite result - an increase in accidents. Drivers stop quickly to avoid running a red light and then cause a "rear end" accident. Also in some cases (when run by private entities) the yellow lights are set to change quickly in order to increase ticket revenue.

This is a bad solution for an important issue.



**SB-663-SD-2**

Submitted on: 3/11/2019 5:34:49 PM

Testimony for TRN on 3/13/2019 10:00:00 AM

<b>Submitted By</b>	<b>Organization</b>	<b>Testifier Position</b>	<b>Present at Hearing</b>
Robert Greenberg	Individual	Support	No

Comments:

I support the passage of SB663. Any measures that reduce our very high pedestrian accident rate is extremely important. Please pass it and save lives.

**SB-663-SD-2**

Submitted on: 3/11/2019 5:42:18 PM

Testimony for TRN on 3/13/2019 10:00:00 AM

<b>Submitted By</b>	<b>Organization</b>	<b>Testifier Position</b>	<b>Present at Hearing</b>
David Kingdon	Individual	Support	No

Comments:

Red light running has become an unfortunate and deadly social norm in Hawaii. As a working paramedic in Hawaii, I can advise the legislature that I have personally responded to numerous cases of critical and fatal collisions due to this infraction. Vulnerable road users such as pedestrians and cyclists are disproportionately victimized. // Having graduate training in injury prevention, I can attest that red light camera systems WILL save lives in Hawaii. Successful prevention of injuries requires well-rounded campaigns of Education, Engineering, Enactment, and Enforcement. Education alone never has enough impact by itself. SB663 importantly addresses all three of the subsequent "E's" of injury prevention. // As a long-time bicycle commuter, one of the lives the legislature might save by enacting this bill could be my own. // Thank you for your consideration. --David Kingdon, MPH, Paramedic; Wailuku, HI

**SB-663-SD-2**

Submitted on: 3/11/2019 5:51:20 PM

Testimony for TRN on 3/13/2019 10:00:00 AM

<b>Submitted By</b>	<b>Organization</b>	<b>Testifier Position</b>	<b>Present at Hearing</b>
Peter Moss	Individual	Support	No

Comments:

I want to express my support of SB663 amended by SD2. I have witnessed several accidents in my Waialeale neighborhood caused by drivers running red lights. I see many red light violations and sometimes count as many as 5 or 6 cars running red lights on Kam Hwy during my daily commute from Waialeale to Joint Base Pearl Harbor Hickam. I see so many violations at Acacia, Waimano Home Road and Salt Lake that I am very concerned for people's safety.

A couple of years ago I was in Bremerton, Washington on business and about 30 days later I got a letter from the rental car agency. There were some very telling pictures of how the rental car I was renting on a specific date and time had run a red light. I was embarrassed and immediately paid the fine. This incident forced me to do some real reflection on my driving habits and I recommitted myself to being a more attentive driver. Most people do not set out to run red lights routinely, they see others doing it and think one more car can't hurt. These cameras will help people realize how dangerous running a red light can be. A fine is much better than a life.

Our police officers have more important things to do and these devices will help curb a rampant and dangerous behavior on our roadways. This one bill will go a long way to making our state a safer place for our visitors and citizens; those that drive, walk and ride.

Respectfully

Peter Moss

**SB-663-SD-2**

Submitted on: 3/11/2019 5:53:21 PM

Testimony for TRN on 3/13/2019 10:00:00 AM

<b>Submitted By</b>	<b>Organization</b>	<b>Testifier Position</b>	<b>Present at Hearing</b>
Edward Hampton	Individual	Oppose	No

Comments:

NO. How many times do the people of this state have to tell you this?

Not to mention you're way behind the curve on this one. The vast majority of states that have implemented this measure have discontinued its use, due to false identifications, malfunctioning equipment, overloaded court systems and predatory vendors.

Remember the "Van Cam"?

Think about how well THAT worked out.

This is just another obvious money grab at the expense of taxpayers that will have little or no positive effect on traffic or safety. The people will cheer when these things are vandalized. You, as promoters of this already intensely disliked idea, will be vilified.

Even your most ardent supporters are getting tired of rising taxes and underhanded money grabs in the name of "Safety".

I urge you to toss this idea in the trash, where it belongs.

Aloha,

Ed Hampton

**SB-663-SD-2**

Submitted on: 3/11/2019 5:56:08 PM

Testimony for TRN on 3/13/2019 10:00:00 AM

<b>Submitted By</b>	<b>Organization</b>	<b>Testifier Position</b>	<b>Present at Hearing</b>
Elizabeth Winternitz	Individual	Support	No

Comments:

As a senior who lives, walks, and bicycles downtown, I am well aware of the risks motorists running red lights present to my safety, and that of other road users. Close calls in crosswalks downtown are a nearly daily occurrence. Please support this common sense measure to improve road safety.

**SB-663-SD-2**

Submitted on: 3/11/2019 6:05:29 PM

Testimony for TRN on 3/13/2019 10:00:00 AM

<b>Submitted By</b>	<b>Organization</b>	<b>Testifier Position</b>	<b>Present at Hearing</b>
David Lane Walton	Individual	Support	No

Comments:

I live in San Francisco and work in Hawaii one week per month. I ride my bike from the Punchbowl to Moanalua every day when I am there. The streets in Honolulu generally do not have a bike lane and riding in the streets is very dangerous when compared to riding in California where there is an extensive system of protected bike lanes. So i frequently ride on the sidewalks in order ot be safe. There are almost no people walking on the sidewalks, I am not sure how people get from one place to the next but hardly no one is walking. At the cross walks the Hawaii drivers are super courteous and always slow or stop to let me on my bike go through on the cross walk. Drivers in Hawaii are way more courteous than on the mainland! I would imagine running a red light and hitting someone is extremely rare in Hawaii but when it happens it is a major tragedy. If having a camera truly functions to prevent that rare driver from running a red light then i think it should be implemented. I am not sure how one would scientifically prove that the camera will truly accomplish that task. But in the absence of scientific proof then i assume it rests in the hands of experienced legislatures to decide. If it is not cost prohibitive then i think it seems like a good idea.

**SB-663-SD-2**

Submitted on: 3/11/2019 7:25:17 PM

Testimony for TRN on 3/13/2019 10:00:00 AM

Submitted By	Organization	Testifier Position	Present at Hearing
Anthony Chang	Individual	Support	No

Comments:

Anthony Chang

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

Home Address: 1245 Maunakea St. #2310, Honolulu, HI 96817

Phone: (808) 536-0783

Aloha Chairs Aquino, Vice Chair Hashimoto and other members of the esteemed members of the House Committee on Transportation.

My name is Anthony Chang and I stand in support of this bill 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

**SB-663-SD-2**

Submitted on: 3/11/2019 7:29:05 PM

Testimony for TRN on 3/13/2019 10:00:00 AM

<b>Submitted By</b>	<b>Organization</b>	<b>Testifier Position</b>	<b>Present at Hearing</b>
Judy Anderson	Individual	Support	No

Comments:

I drive, walk, and bike Honolulu streets. The violations of drivers moving through intersections after the light has turned red are dangerous to all of us -- drivers, pedestrians, bikers. Apparently enhanced enforcement is required to ensure compliance with the LAW. Our police can not be present at every intersection -- we need technology to assist in detection and enforcing the law.



**SB-663-SD-2**

Submitted on: 3/11/2019 7:41:34 PM

Testimony for TRN on 3/13/2019 10:00:00 AM

<b>Submitted By</b>	<b>Organization</b>	<b>Testifier Position</b>	<b>Present at Hearing</b>
Dabney Gough	Individual	Support	No

Comments:

I support Red Light Safety Cameras. Red light running is dangerous for people that walk, bike, and drive — in the US in 2014, red light running resulted in 13 deaths in Hawaii in 8 years (2011-18) and 1616 crashes in 6 years (2011-16). Please support this legislation to make streets safer for everyone!

**SB-663-SD-2**

Submitted on: 3/11/2019 8:16:04 PM

Testimony for TRN on 3/13/2019 10:00:00 AM

<b>Submitted By</b>	<b>Organization</b>	<b>Testifier Position</b>	<b>Present at Hearing</b>
Robert Takao	Individual	Support	No

Comments:

I am in favor of SB663. In the last 30 days, I have personally witnessed one near miss of a pedestrian attempting to use a marked crosswalk as a vehicle ran a red light during evening hours.

**SB-663-SD-2**

Submitted on: 3/11/2019 8:42:36 PM

Testimony for TRN on 3/13/2019 10:00:00 AM

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

Comments:

WE ARE BEING KILLED ON OUR STREETS. I walk, ride a bicycle and drive a car. I've experienced 3 close calls in my neighborhood in Aiea while walking my dog and legally crossing with the light. I had close calls in downtown Honolulu while out taking my lunch break crossing King Street with other pedestrians and had close calls with vehicles running red lights. I had a close call AGAIN just a couple of weeks ago with a group of friends crossing Punchbowl with our bicycles. We had the light and as we crossed using the crosswalk and had to STOP in the middle of the crosswalk because a vehicle kept on going with no sign of stopping, the woman driving ran the light! I see multiple large trucks and buses running red lights in the morning at the Sand Island Access Rd / Nimitz intersection, is this acceptable behaviour? Makes me think, I am next? this is so frightening .....

This is a serious safety problem. I am one individual and I've experienced this problem in my neighborhood, where I work and where I have fun.

NUMBERS DON'T LIE....LOOK NUMBER OF PEDESTRIAN DEATHS IN OUR STATE. IT'S APPAULING. This bill needs to pass. Do it for your ohana, my ohana, for our island state ohana. YOUR SAFETY IS AT RISK .....

mahalo,

Sharleen Andrade

**SB-663-SD-2**

Submitted on: 3/11/2019 8:49:08 PM

Testimony for TRN on 3/13/2019 10:00:00 AM

<b>Submitted By</b>	<b>Organization</b>	<b>Testifier Position</b>	<b>Present at Hearing</b>
Colby Takeda	Individual	Support	No

Comments:

Red light safety cameras are an important next step to Hawaii becoming a safety place for our pedestrians, bikers, AND drivers. Everyone benefits, so this is a no-brainer. Please support this piece of legislation. When NYC implemented Vision Zero, red light safety cameras are implemented as one of the pillars of their program. Since this program was implemented in 2013, NYC has seen four consecutive years with declining traffic fatalities under, with pedestrian deaths falling by over 45%. Please consider the serious benefits that can result from this type of legislation. Thank you.

**SB-663-SD-2**

Submitted on: 3/11/2019 8:56:34 PM

Testimony for TRN on 3/13/2019 10:00:00 AM

<b>Submitted By</b>	<b>Organization</b>	<b>Testifier Position</b>	<b>Present at Hearing</b>
John Rogers	Individual	Support	No

Comments:

I support SB663 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.

**SB-663-SD-2**

Submitted on: 3/11/2019 9:12:56 PM

Testimony for TRN on 3/13/2019 10:00:00 AM

<b>Submitted By</b>	<b>Organization</b>	<b>Testifier Position</b>	<b>Present at Hearing</b>
JONATHAN LOTT	Individual	Support	No

Comments:

Aloha members of the Transportation Committee,

In my work and during my off hours equally, I witness reckless speeding through red lights at nearly every turn. Granted, I see plenty of pedestrians and cyclists breaking the rules and taking their chances, but the consequences of their actions are more likely to result in them winning the "Darwin Award" compared to the operators of the more massive motor vehicles who are very likely to be spared the award in the event of collision. Let technology assist the HPD in enforcing the rule of law when it comes to motor vehicles and red lights, please. It's a no brainer. I'll still be watching and not trusting drivers to do the right thing, but at least the behavior will be much more likely to generate a consequence that leads to a change in behavior!

Jon Lott,

pedestrian, cyclist, driver in Waikiki and all over Oahu

**SB-663-SD-2**

Submitted on: 3/11/2019 9:25:48 PM

Testimony for TRN on 3/13/2019 10:00:00 AM

<b>Submitted By</b>	<b>Organization</b>	<b>Testifier Position</b>	<b>Present at Hearing</b>
Norbert Buelsing	Individual	Support	No

Comments:

We, as a community, are obligated to support all reasonable measures to reduce the needless injuries and deaths on our roadways due to inattentive or intentionally dangerous driving. Red light cameras are not a cure-all, but certainly a proven means to address increasing, flagrant violations. I urge your support of this measure.

Aloha, Norb Buelsing

**SB-663-SD-2**

Submitted on: 3/11/2019 9:36:12 PM

Testimony for TRN on 3/13/2019 10:00:00 AM

<b>Submitted By</b>	<b>Organization</b>	<b>Testifier Position</b>	<b>Present at Hearing</b>
Laksmi M Abraham	Individual	Support	No

Comments:



**SB-663-SD-2**

Submitted on: 3/11/2019 10:04:01 PM

Testimony for TRN on 3/13/2019 10:00:00 AM

<b>Submitted By</b>	<b>Organization</b>	<b>Testifier Position</b>	<b>Present at Hearing</b>
Michael Bucher	Individual	Support	No

Comments:

The pedestrian traffic fatalities on Oahu are incredibly high and this government should consider any reasonable means to protect our people, and the thousands of tourists that support our economy, from typically flagrant disregard for basic traffic rules.

**SB-663-SD-2**

Submitted on: 3/11/2019 10:21:36 PM

Testimony for TRN on 3/13/2019 10:00:00 AM

<b>Submitted By</b>	<b>Organization</b>	<b>Testifier Position</b>	<b>Present at Hearing</b>
David Chong	Individual	Support	No

Comments:

Regarding the red light camera bill SB 663, 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.

Please do what you can to get SB 663 to pass this session. If drivers know they can get a ticket from a traffic camera, it will stop this behavior. Some people are literally treating traffic lights as just a stop sign.

Sincerely,

David Chong

**TESTIMONY OF  
LARRY S VERAY  
TO  
COMMITTEE ON TRANSPORTATION  
*SUPPORT OF SB 663 SD2*  
*RELATING TO HIGHWAY SAFETY*  
MARCH 11, 2019**

Aloha, Chair Henry Aquino, Vice Chair Troy Hashimoto 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 is extremely important to enhance the safety of those who operate Motor vehicles and for pedestrians transiting through busy and dangerous intersections while establishing a photo red light imaging detector systems program and administered by the counties. This bill also requires proceeds of fines to be expended in the county from where the fines were collected. Furthermore, I request the legislature do your homework and adopt the programs that have been implemented successfully in every Australian large city.

You have the ability to dramatically improve the safety for our motorists and pedestrians. This program is long overdue. I most strongly urge you to pass SB 663 SD2. Mahalo!

Very respectfully,

*Larry S. Veray*

**SB-663-SD-2**

Submitted on: 3/11/2019 11:21:38 PM

Testimony for TRN on 3/13/2019 10:00:00 AM

<b>Submitted By</b>	<b>Organization</b>	<b>Testifier Position</b>	<b>Present at Hearing</b>
Linda C.	Individual	Support	No

Comments:

Red lights running is getting worse and worse all the time. Please make into law the use of red light cameras to help reverse this dangerous and deadly trend. What are we waiting for? For lives to be lost?

TO: Members of the Committee on Transportation

FROM: Natalie Iwasa  
808-395-3233

HEARING: 10:00 a.m. Wednesday, March 13, 2019

SUBJECT: SB 663, SD2 Highway Safety (Red Light Imaging) - **OPPOSED**

Aloha Chair and Committee Members,

Thank you for allowing me the opportunity to provide testimony on SB 663, SD2, which would create a red light running committee and imaging detector program. I oppose this bill and urge you to vote “no.”

Our legal system was built on the premise that people are innocent until proven guilty. **If this bill were to be made law, people would be treated as guilty until they prove themselves innocent. That goes against the very foundation of our legal system.**

In addition, I oppose the creation of yet another special fund.

Please vote **“no”** on SB663, SD2.

**SB-663-SD-2**

Submitted on: 3/12/2019 3:55:58 AM

Testimony for TRN on 3/13/2019 10:00:00 AM

<b>Submitted By</b>	<b>Organization</b>	<b>Testifier Position</b>	<b>Present at Hearing</b>
Reef Amano	Individual	Support	No

Comments:

Aloha Legislators,

My name is Reef Amano. I am a motorist, cyclist and a pedestrian and I support the Red Light Cameras. While riding my bicycle 8 miles to and 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, one 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.

Red light running has sort of become the norm here in Hawaii and more people will be injured or killed unless there is some kind of enforcement to curb this bad behavior. 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. Unfortunately, the real consequences(injuries, fatalities, accident costs) only becomes very apparent 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. By having the automated Red Light Cameras at dangerous intersections, it can save lives, save police costs, and make safer drivers.

Please support the Red Light Cameras.

Mahalo!

Reef Amano

**SB-663-SD-2**

Submitted on: 3/12/2019 6:05:26 AM

Testimony for TRN on 3/13/2019 10:00:00 AM

<b>Submitted By</b>	<b>Organization</b>	<b>Testifier Position</b>	<b>Present at Hearing</b>
STEVEN DEPAOLI	Individual	Support	No

Comments:

As we all are aware red light running is rampant in Hawai'ii and the cause of many traffic accidents & deaths especially for people in our communities who bike or walk. Therefore I am providing testimony in support of SB663 that would add Red Light Enforcement Cameras to key interesections & walkways across the state to help reduce these crashes, injuries and deaths. Hopefully you will do the same.

Mahalo nui,

Steve DePaoli



**SB-663-SD-2**

Submitted on: 3/12/2019 6:15:25 AM

Testimony for TRN on 3/13/2019 10:00:00 AM

<b>Submitted By</b>	<b>Organization</b>	<b>Testifier Position</b>	<b>Present at Hearing</b>
Randy Ching	Individual	Support	No

Comments:

Chair Aquino, Vice Chair Hashimoto and members of the committee,

I strongly support SB663. Red light cameras have been estimated to have saved over 1300 lives. There are 389 communities with red light cameras. That number indicates that the idea works and that communities want safety for pedestrians and cyclists.

Please pass SB663 SD2. Mahalo for your consideration.

Randy Ching (Honolulu)

**SB-663-SD-2**

Submitted on: 3/12/2019 6:36:12 AM

Testimony for TRN on 3/13/2019 10:00:00 AM

<b>Submitted By</b>	<b>Organization</b>	<b>Testifier Position</b>	<b>Present at Hearing</b>
Jessica Gasiorek	Individual	Support	No

Comments:

This is an important bill for the safety of \*everyone\* on Hawaii's roads -- drivers, pedestrians, and cyclists. We need to take measures to make our streets safer, and this is a positive, effective way to do so.

**SB-663-SD-2**

Submitted on: 3/12/2019 6:43:17 AM

Testimony for TRN on 3/13/2019 10:00:00 AM

<b>Submitted By</b>	<b>Organization</b>	<b>Testifier Position</b>	<b>Present at Hearing</b>
Jeffrey Gaskell	Individual	Support	No

Comments:

I support red light cameras at intersections with the goal to deter red light running and making our streets safer.

**SB-663-SD-2**

Submitted on: 3/12/2019 7:28:01 AM

Testimony for TRN on 3/13/2019 10:00:00 AM

<b>Submitted By</b>	<b>Organization</b>	<b>Testifier Position</b>	<b>Present at Hearing</b>
Anson Okimoto	Individual	Support	No

Comments:

**SB-663-SD-2**

Submitted on: 3/12/2019 7:33:48 AM

Testimony for TRN on 3/13/2019 10:00:00 AM

<b>Submitted By</b>	<b>Organization</b>	<b>Testifier Position</b>	<b>Present at Hearing</b>
Noelle Wright	Individual	Support	No

Comments:

**SB-663-SD-2**

Submitted on: 3/12/2019 7:46:22 AM

Testimony for TRN on 3/13/2019 10:00:00 AM

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

Comments:

We **strongly support 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. 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. Quite often I see this when vehicles, including commercial vehicles, are turning left off Ka Uka Boulevard onto Ukee Street. Other intersections that are equally as dangerous; Lumiaina Street & Kamehameha Highway; Lumiauau Street & Kamehameha Highway and; the Lumiaina Street intersection at Waikele Premium Outlets. While I do see red light running at many other locations those aforementioned intersections are particularly bad since red light running is consistently practiced there.

**SB-663-SD-2**

Submitted on: 3/12/2019 7:48:09 AM

Testimony for TRN on 3/13/2019 10:00:00 AM

<b>Submitted By</b>	<b>Organization</b>	<b>Testifier Position</b>	<b>Present at Hearing</b>
Wendy Camber	Individual	Support	No

Comments:

Please pass this bill to make our streets safer. It is time for those who run red lights to get tickets for this dangerous offence. We need to return our driving culture to drive with Aloha.

Thank you so much, Wendy

**SB-663-SD-2**

Submitted on: 3/12/2019 8:06:09 AM

Testimony for TRN on 3/13/2019 10:00:00 AM

<b>Submitted By</b>	<b>Organization</b>	<b>Testifier Position</b>	<b>Present at Hearing</b>
Ellen Godbey Carson	Individual	Support	No

Comments:

Please approve this bill. We need redlight cameras to help enforce our laws and save lives. Red light violators are recklessly endangering all of us - pedestrians, bikers and other drivers and passengers. Let's make Hawaii a safer place for all, so everyone will know a red light really means to STOP.



**SB-663-SD-2**

Submitted on: 3/12/2019 8:44:18 AM

Testimony for TRN on 3/13/2019 10:00:00 AM

<b>Submitted By</b>	<b>Organization</b>	<b>Testifier Position</b>	<b>Present at Hearing</b>
Cyrus Howe	Individual	Support	No

Comments:

**SB-663-SD-2**

Submitted on: 3/12/2019 8:53:25 AM

Testimony for TRN on 3/13/2019 10:00:00 AM

<b>Submitted By</b>	<b>Organization</b>	<b>Testifier Position</b>	<b>Present at Hearing</b>
Darnell Depaoli	Individual	Support	No

Comments:

Running red ights is dangerous for pedestrians, cyclists and other roadway users. Red light enforcement cameras are a proven way to reduce accidents and fatalities. Enforcement helps to make roadways safer for all users. I want to live in a safer Hawaii.

**SB-663-SD-2**

Submitted on: 3/12/2019 9:10:54 AM

Testimony for TRN on 3/13/2019 10:00:00 AM

<b>Submitted By</b>	<b>Organization</b>	<b>Testifier Position</b>	<b>Present at Hearing</b>
R Siciliano	Individual	Support	No

Comments:

I walk and bike all over this island. I can't tell you how many times I've seen cars NOT see people, run red lights, and nearly kill them. I support all efforts to make our streets safer for people. Thank you.

**SB-663-SD-2**

Submitted on: 3/12/2019 9:13:24 AM

Testimony for TRN on 3/13/2019 10:00:00 AM

<b>Submitted By</b>	<b>Organization</b>	<b>Testifier Position</b>	<b>Present at Hearing</b>
JOBE J F BROWN	AWAKE HUMANS ANONYMOUS, AHA	Support	No

Comments:

Good morning to all,

It's a NO Brainer—

AND since all you folks are well equipped with higher powers of cognitive reasoning skills—

RED LITE BILL = \$\$\$.

Much needed monies for Local Government...

Thank You for this opportunity,

jobe

**SB-663-SD-2**

Submitted on: 3/12/2019 9:22:16 AM

Testimony for TRN on 3/13/2019 10:00:00 AM

<b>Submitted By</b>	<b>Organization</b>	<b>Testifier Position</b>	<b>Present at Hearing</b>
Mark Nokes	Individual	Support	No

Comments:

Aloha Hionorable Senators:

I urge you to pass SB663 authorizing the use of red light safety cameras at our intersections. As a driver, cyclist, and pedestrian, I cannot count the number of times I have seen vehicles run red lights (not to mention running stop signs) around Honolulu. Running red lights not only endangers lives and property, it encourages other drivers to do the same.

I know that the use of such cameras on the mainland (specifically in the Bay Area of California) has significantly reduced this dangerous and illegal practice.

Please vote YES on SB663.

Mahalo for your consideration.

Mark A. Nokes, Ph.D.

**SB-663-SD-2**

Submitted on: 3/12/2019 9:22:42 AM

Testimony for TRN on 3/13/2019 10:00:00 AM

<b>Submitted By</b>	<b>Organization</b>	<b>Testifier Position</b>	<b>Present at Hearing</b>
Melanie S Lander	Individual	Support	No

Comments:

Please consider this important measure to protect the safety of bikers and pedestriains who make alternative transportation choices. As a bike commuter, I've experienced numerous encounters with cars speeding through yellow lights to 'make it' through, endangering anyone in the cross walk area. I have also seen a biker car collision within the crosswalk area. I have never seen any police presence proactively pulling over any of these cars and giving them citations. I additionally believe bikers should be held to the same standard, and those who bike through red lights should be given citations as well. This builds trust and respect between bike and car commuters.

Thank you.

**SB-663-SD-2**

Submitted on: 3/12/2019 9:27:04 AM

Testimony for TRN on 3/13/2019 10:00:00 AM

<b>Submitted By</b>	<b>Organization</b>	<b>Testifier Position</b>	<b>Present at Hearing</b>
Ann Sakuma	Individual	Support	No

Comments:

Dear Chairs Inouye and Rhoads and Members of the Committee on Transportation and Committee on Judiciary:

I strongly support Senate Bill SB663, Relating to Highway Safety. This bill establishes photo red light imaging detector systems administered by the counties. As a community member, I have witnessed an increased amount of drivers who blatantly run red lights on our streets, some causing near misses with pedestrians, bikers, and other cars. The cameras will allow for 24/7 automated enforcement of traffic signal laws, especially in key intersections with high volume of crashes. The visibility of cameras will also act as a deterrent for potential violators.

Let's make Hawaii roads safer.

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

**SB-663-SD-2**

Submitted on: 3/12/2019 9:31:33 AM

Testimony for TRN on 3/13/2019 10:00:00 AM

<b>Submitted By</b>	<b>Organization</b>	<b>Testifier Position</b>	<b>Present at Hearing</b>
Diane Dohm	Individual	Support	No

Comments:



**SB-663-SD-2**

Submitted on: 3/12/2019 10:43:51 AM

Testimony for TRN on 3/13/2019 10:00:00 AM

<b>Submitted By</b>	<b>Organization</b>	<b>Testifier Position</b>	<b>Present at Hearing</b>
Janet Lau	Individual	Support	No

Comments:

I live near the intersection of Ward and Beretania, and live in a condo that overlooks the intersection. Everyday there are speeding cars that run the red lights. Every other week or so I hear a screeching car trying to stop, and then the inevitable crash with another car because someone ignored a red light.

When laws for safety are not enforced, careless drivers (and there are so many on this island) feel that a red light is worth running to save a couple minutes of their time, while risking others people's lives. Maybe those couple minutes wouldn't be worth a hefty fine/ticket.

I am also a frequent cyclist and pedestrian, and in order to preserve my life, health, and body, I have to assume that a driver will likely break the law by not stopping at a red light. Sometimes I'm being overly cautious. Many times I'm not, and I'm glad I didn't get myself run over.

Please pass this legislation for red light cameras.

**SB-663-SD-2**

Submitted on: 3/12/2019 10:53:38 AM

Testimony for TRN on 3/13/2019 10:00:00 AM

<b>Submitted By</b>	<b>Organization</b>	<b>Testifier Position</b>	<b>Present at Hearing</b>
Jennifer Yamanuha	Individual	Support	No

Comments:

Please help make Honolulu traffic safer for pedestrians and bicyclists! Mahalo!

**SB-663-SD-2**

Submitted on: 3/12/2019 11:00:31 AM

Testimony for TRN on 3/13/2019 10:00:00 AM

<b>Submitted By</b>	<b>Organization</b>	<b>Testifier Position</b>	<b>Present at Hearing</b>
Nicholas Blank	Individual	Support	No

Comments:

Aloha!

I strongly encourage the use of Red Light Enforcement Cameras to reduce the running of red lights that endanger everyone. I can see NO reason that this should not be passed as the evidence and success of it's use in so many locations is known.

Thanks you!

Nick Blank

**SB-663-SD-2**

Submitted on: 3/12/2019 11:53:52 AM

Testimony for TRN on 3/13/2019 10:00:00 AM

<b>Submitted By</b>	<b>Organization</b>	<b>Testifier Position</b>	<b>Present at Hearing</b>
Robert Godbey	Individual	Support	No

Comments:

I support the deployment of red light cameras. They will save lives and encourage compliance with the law.

Complaints about similar programs in other jurisdictions seem to reflect simply poor implementation of such programs. So, for example, shortening yellow light times to increase revenue from fines (mentioned by some opposed to red light cameras) is a bad idea -- but that is not a flaw inherent in red light cameras.

Hawaii can and should implement a thoughtful and appropriate program of red light cameras.

**SB-663-SD-2**

Submitted on: 3/12/2019 1:03:37 PM

Testimony for TRN on 3/13/2019 10:00:00 AM

<b>Submitted By</b>	<b>Organization</b>	<b>Testifier Position</b>	<b>Present at Hearing</b>
Janice Kong	Individual	Support	No

Comments:

To all members of the State Legislature,

As a concerned citizen I am in support of SB663 that will provide a photo cameras at intersections as a measure to deter drivers from illegally passing through the red light at the intersection.

Respectfully submitted,

Janice Kong

**SB-663-SD-2**

Submitted on: 3/12/2019 1:20:25 PM

Testimony for TRN on 3/13/2019 10:00:00 AM

<b>Submitted By</b>	<b>Organization</b>	<b>Testifier Position</b>	<b>Present at Hearing</b>
Leslie Uyeno	Individual	Support	No

Comments:

As a life long resident of Waipahu, I'd like to inform you that I am in favor of the bill. Running the red light has become so common that it is my practice to pause a second and look before entering an intersection when the light turns green. In my opinion, the most dangerous intersection in Waipahu is at Farrington Hwy. and Waipahu Depot St. It appears that many drivers are of the opinion that if there are no police officers around, they won't get caught. Sooner or later, this kind of behavior will lead to a collision, hopefully not involving injuries. Red light cameras will surely cut down on this kind of behavior. I am now retired and frequently bike between my home and various areas around Leeward Oahu. I average about 300 miles a month. Biking makes you a better driver. I treat every driver as if they don't see me, many of them don't. I don't argue the point made in a recent national survey that Hawaii has some of the worst drivers in the U. S. My oldest daughter attended University of the Pacific in Stockton, California. In Stockton, there are red light cameras at certain busier intersections. From my experience, they work. We noticed drivers slowing down as the light turned yellow, as opposed to Hawaii where it seems to mean "hurry up before the light turns red".

I know that many will oppose this bill but if it passes and saves 1 life, it will all be worth it.

**SB-663-SD-2**

Submitted on: 3/12/2019 1:59:48 PM

Testimony for TRN on 3/13/2019 10:00:00 AM

<b>Submitted By</b>	<b>Organization</b>	<b>Testifier Position</b>	<b>Present at Hearing</b>
Frank W Smith	Individual	Support	No

Comments:

Aloha Senators,

I strongly support SB663 which would start a red light camera system. I am a frequent cyclists and pedestrian and I am certain that the cameras would make the streets much safer for folks like me.

Please pass this bill.

**SB-663-SD-2**

Submitted on: 3/12/2019 2:33:35 PM

Testimony for TRN on 3/13/2019 10:00:00 AM

<b>Submitted By</b>	<b>Organization</b>	<b>Testifier Position</b>	<b>Present at Hearing</b>
Lori McCarney	Individual	Support	No

Comments:

Aloha,

I am submitting testimony in support of SB663.

It is increasingly rare to see cars slow and stop when a traffic light turns yellow. Instead, the common practice seems to be to hit the gas and speed up when a yellow light is encountered in an intersection. Personally, I've felt my safety at increased risk when I: 1) stop my car at a yellow light (will I get rear-ended by the car behind me?); 2) walk across a street with unexpected cars focused on accelerating through an intersection rather than looking out for others; 3) am nearly side-swiped by a speeding car when I'm on my bike and stopped for a yellow/red light (yes, most people on bikes stop at yellow and red lights).

I believe people will think twice about running a red light if they know they will likely get a citation for doing so. Currently, running yellow/red lights seems to be culturally accepted, and that needs to change. We need to do everything we can to slow cars, focus drivers' attention on safety rather than speed, and make our roads safer for everyone.

Please help make our community safer by supporting this bill.

Sincerely,

Lori McCarney



**SB-663-SD-2**

Submitted on: 3/12/2019 3:29:32 PM

Testimony for TRN on 3/13/2019 10:00:00 AM

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

Comments:

I am writing in as a private citizen. I am a member of Neighborhood Board # 12- Nuuanu/ Punchbowl/ Pacific Hgts. I have been galvanized by the tragic death of a dear family friend, Dr. Travis Lau, who was killed by the drunk driver on Jan 28, 2019 in Kakaako. I urge you to pass Senate Bill 663- I am writing in STRONG SUPPORT FOR the Red Light camera bill. We need to clear up the public's misperception that this is the same thing as the van cams. It is not. Every day & night @ just about every intersection, cars routinely run the red light. You need to just expect it, in order not to get t boned. Traffic is bad, people are stressed & rushing- so everyone figures if they can do it, so can I. This results in not only 1 or 2 but often 3 cars & trucks rushing through the red light. It is just about impossible for the police to catch these offenders. even if they are set up @ key intersections. It's virtually impossible to safely execute going after the scofflaws. The only safe alternative to assist the police in helping keep the public safe is to install red light cameras. We must do something to increase safety on our streets for all. Red light cameras are highly effective in many cities across Europe, Asia & even parts of the US. They have proven that effective programs act as deterrents & eventually behavior is changed.

Related traffic safety bills are also important such as better enforcement of unlicensed drivers, unregistered vehicles, drunk drivers & uninsured drivers- but starting w/ the RED LIGHT CAMERA BILL- SB 663- this would be a good way to @ least start making our streets safer for all.

**SB-663-SD-2**

Submitted on: 3/12/2019 4:10:30 PM

Testimony for TRN on 3/13/2019 10:00:00 AM

<b>Submitted By</b>	<b>Organization</b>	<b>Testifier Position</b>	<b>Present at Hearing</b>
Alan Miyashita	Individual	Support	No

Comments:

Because of the high rate of red light violators I observe on a daily basis during my commutes, I support the use of cameras at intersections to start to curb this illegal and dangerous behavior.

**SB-663-SD-2**

Submitted on: 3/12/2019 4:31:54 PM

Testimony for TRN on 3/13/2019 10:00:00 AM

<b>Submitted By</b>	<b>Organization</b>	<b>Testifier Position</b>	<b>Present at Hearing</b>
Jean	Individual	Oppose	No

Comments:

This Bill puts the burden of proof of driver's identification on the Vehicle's Registered Owner. If the Registered Owner is unable to provide proof that he/she was not driving the Vehicle at the time that the photo was taken for some reason (e.g. not at work at the time, no alibi, etc.), then the Vehicle Owner would be presumed guilty and have to pay for the traffic citation. It is our constitutional right to be presumed innocent until proven guilty, not the other way around. The burden of proof innocence should NOT be placed upon the Registered Owner. Therefore, I believe this Bill is unconstitutional.

**SB-663-SD-2**

Submitted on: 3/12/2019 4:34:25 PM

Testimony for TRN on 3/13/2019 10:00:00 AM

<b>Submitted By</b>	<b>Organization</b>	<b>Testifier Position</b>	<b>Present at Hearing</b>
Chelsie Counsell	Individual	Support	No

Comments:

People operating cars are in a position of extreme responsibility for the lives of other people, people walking, people riding bicycles, people in adjacent cars. When not held to high standards to reflect this extreme responsibility, people driving cars are more likely to make errors in ways that increase the risk of killing other people. Firm speed limits and enforcement of these speed limits in residential zones is critical. Strong enforcement of cars stopping at red lights, before their car is in the crosswalk, is critical. I strongly support the use of red light safety cameras to enforce the law that cars need to stop at red lights.

**LATE**

**SB-663-SD-2**

Submitted on: 3/12/2019 6:00:33 PM  
Testimony for TRN on 3/13/2019 10:00:00 AM

<b>Submitted By</b>	<b>Organization</b>	<b>Testifier Position</b>	<b>Present at Hearing</b>
Eric McCutcheon	HBL	Support	No

Comments:

Red light runner cameras are a proven safety measure for all road users. It will make Hawaii a better place for all.

**LATE**

**SB-663-SD-2**

Submitted on: 3/12/2019 6:25:54 PM

Testimony for TRN on 3/13/2019 10:00:00 AM

<b>Submitted By</b>	<b>Organization</b>	<b>Testifier Position</b>	<b>Present at Hearing</b>
Daphne Manago	Individual	Support	Yes

Comments:

I'm testifying in favor of SB663 Relating to Highway Safety (Photo Red Light Imaging).

It's upsetting to hear about fatalities on our streets and I believe this bill will reduce speeding and reckless driving.

When I worked in downtown, I walked to and from my office every morning and afternoon. I would cross a very intersection at Vineyard Blvd and Pali Hwy where I saw many children and kupunas walking. I would often see drivers running through red lights and once witnessed a young man get clipped on his arm by a car trying to beat the light while making a right turn. There were also incidences when I found myself yelling to pedestrians to "wait" or "watch out" as cars would run through the red light. I feel confident that the red light cameras will change driving behavior and reduce speeding.

My son was killed while riding his bicycle eight years ago and it's my responsibility to help make streets safer for people to walk, bike and drive.

**LATE**

**SB-663-SD-2**

Submitted on: 3/12/2019 6:37:44 PM

Testimony for TRN on 3/13/2019 10:00:00 AM

<b>Submitted By</b>	<b>Organization</b>	<b>Testifier Position</b>	<b>Present at Hearing</b>
Connie Mitchell	IHS, The Institute for Human Services	Support	No

Comments:

IHS supports the installation of Red Light cameras to deter drivers who tend to run red lights, maiming or killing both pedestrian members of our community (of whom many are our homeless constituents) and also causing auto accidents that tend to cause the most injury and damage. Time to turn the tide of motor vehicle accidents involving drivers that are far too much in a hurry.

Thank you for the opportunity to testify in support of this bill.

**LATE**

**SB-663-SD-2**

Submitted on: 3/12/2019 8:18:46 PM

Testimony for TRN on 3/13/2019 10:00:00 AM

<b>Submitted By</b>	<b>Organization</b>	<b>Testifier Position</b>	<b>Present at Hearing</b>
Myra Munekata	Individual	Support	No

Comments:

Dear Rep. Aquino and members of the Transportation Committee,

I am a retired teacher. In my kindergarten class, I taught my students to take turns. They all learned how to be considerate of each other. I hope they carry that lesson with them as drivers on Hawaii's roads!

What's happening? Everyone you talk to these days has a story to tell about someone almost hitting them while running a red light, or worse yet, they know someone who was hit. Several months ago, in Kalihi, I had to jam on my brakes to avoid being hit, as someone ran the red light, on MY GREEN LIGHT! Unfortunately, it's happening all the time! Sure, some of these people are careless drivers who aren't paying attention to their driving. But then, there are those who *deliberately* speed up to avoid having to stop at a red light!!

Those irresponsible people are dangerous drivers! They are taking tremendous risks with the lives (not only the passengers in their own vehicle), but the innocent lives of others who are expecting a clear path on their green light! All for what? For the sake of avoiding a few minutes wait for their turn at the red light?

Intersections have become death traps, as inconsiderate drivers try to speed up (instead of slowing down) on a yellow light to miss the RED LIGHT. Those impatient drivers are the ones who assume everyone drives as aggressively as they do. They are the ones who step on the gas, instead of exercising caution and slowing down when they see the yellow light. Those rushy drivers are the ones who risk rear-ending the driver in front of them (who was ready to safely stop on the red, instead of rushing through the red light!)

What's the Big Rush all about these days? Late for work? Leave home earlier!! Arrive late, but alive and in one piece! Everyone took a driver's test and is supposed to know the rules of the road. If they run the red light, they broke the rules, they pay the penalty. If everyone drove following the rules, great, we wouldn't need red light cameras. But they don't.

There aren't enough police officers to monitor red light runners. It's also dangerous for police to be chasing after an already speeding car running a red light. Red light



camera's would help support an already overworked police force. Let the camera's take care of red light runners. Let the police take care of other crimes.

I strongly support SB663. For my sake, for my children's sake, for all our sake, to be safe out there on the road, we need the red light cameras. Give it a chance. For all we know with enough tickets being mailed out, people will be reminded how to "take turns" at intersections, follow the traffic rules, and become safer drivers. It would be wonderful to see a time in the very near future, when the cameras aren't generating any red light tickets.

Please help make Hawaii safer for all of us. Thank you very much,

Myra N. Munekata

**SB-663-SD-2**

Submitted on: 3/12/2019 8:53:21 PM

Testimony for TRN on 3/13/2019 10:00:00 AM

**LATE**

<b>Submitted By</b>	<b>Organization</b>	<b>Testifier Position</b>	<b>Present at Hearing</b>
Lynn Bailey	Individual	Support	Yes

Comments:

Red light running is fairly chronic in Hawaii. If we have better enforcement against drivers who run red lights, fewer drivers will chance it, thereby reducing the likelihood of accidents at intersections where red light enforcement cameras are used. Please support SB663. Thank you.

**LATE**

**SB-663-SD-2**

Submitted on: 3/12/2019 8:54:24 PM

Testimony for TRN on 3/13/2019 10:00:00 AM

<b>Submitted By</b>	<b>Organization</b>	<b>Testifier Position</b>	<b>Present at Hearing</b>
Steve Davidson	Individual	Support	No

Comments:

I am writing in favor of SB663 and red light cameras.

Enforcement of traffic laws in Hawaii is simply terrible. Drivers run red lights, breeze through stop signs, and drive recklessly. All the appeals for motorists to drive more carefully are meaningless without enforcement.

Red light cameras offer a cost effective way to deter drivers from running red lights. There may be technical issues, but these can be worked through if there is a commitment to protect pedestrians, cyclists, and other motorists from those who speed through red lights.

I consider myself a civil libertarian, but the argument that these cameras are an invasion of privacy is bogus. Those who make this argument simply do not want to be held accountable for breaking the law and endangering the lives of the rest of us.

Thank you for your vote in favor of SB663 and safer roadways.

**SB-663-SD-2**

Submitted on: 3/12/2019 9:13:44 PM

Testimony for TRN on 3/13/2019 10:00:00 AM



<b>Submitted By</b>	<b>Organization</b>	<b>Testifier Position</b>	<b>Present at Hearing</b>
Robert Bengtson	Individual	Support	No

Comments:

Passage of a bill to implement red light cameras is long overdue. Every day that I leave my house and drive on Honolulu's streets I see drivers run stop signs and red lights. It's amazing to me how often this happens. Considering how many pedestrians and cyclists die on our streets it is unconscionable to delay passage any further. Reckless drivers must be held accountable for disregarding red lights. I fully support SB 663.

Bob Bengtson

**LATE**

**SB-663-SD-2**

Submitted on: 3/12/2019 9:42:49 PM

Testimony for TRN on 3/13/2019 10:00:00 AM

<b>Submitted By</b>	<b>Organization</b>	<b>Testifier Position</b>	<b>Present at Hearing</b>
Keopu Reelitz	Individual	Support	No

Comments:

I support this measure. I travel almost completely on foot or by bike. I have to say that intersections are some of the scariest places for me to travel as a pedestrian and cyclist. Frequently motorists will run red lights putting myself, fellow pedestrians or cyclists and other motorists at risk. I can't tell you how many times I've had to wait at an intersection even with the green light to ensure I stayed safe from a car who ran a red light. The stats support me too. In 2014, 44 bicyclists and pedestrians across the U.S. died in accidents where red-light running was a factor. And over the last 8 years, 13 people died in Hawaii because of red-light running.

Some studies suggest that red light cameras are one solution to these issues. One study estimated that red light cameras saved 1,300 lives by 2014. I have visited other cities where red light cameras are in operation and much more rarely had to worry about a motorist running a red light. I have personally felt the impact of red light cameras. This bill is a good step toward protecting everyone -- motorists, cyclists and pedestrians. Please move this bill forward.

**SB-663-SD-2**

Submitted on: 3/12/2019 9:44:39 PM

Testimony for TRN on 3/13/2019 10:00:00 AM

**LATE**

<b>Submitted By</b>	<b>Organization</b>	<b>Testifier Position</b>	<b>Present at Hearing</b>
Jamie Fournier	Individual	Support	No

Comments:

I spend a lot of time driving for my work, and cycling for recreation, all over Oahu. I can honestly say I have never driven, cycled or walked in any other city/area where vehicles so blatantly run red lights and put themselves and others in such dangerous situations. Too many accidents, injuries and even deaths are occurring every year due to lack of adherence and enforcement of a universal and simple law. The red light cameras would be an invaluable tool as a first step to enforcement of the law and a means of educating the public of the dangers and consequences of their recklessness. Who knows, it may lead to more education and enforcement for other forms of reckless driving including talking on cell phones, speeding, improper use (or no use) of turn signals.....Thank you for taking an important step towards making Oahu a safer place to drive, recreate, live.

**SB-663-SD-2**

Submitted on: 3/12/2019 10:15:50 PM

Testimony for TRN on 3/13/2019 10:00:00 AM

**LATE**

<b>Submitted By</b>	<b>Organization</b>	<b>Testifier Position</b>	<b>Present at Hearing</b>
Joshua F. Powell	Individual	Support	No

Comments:

Please pass SB663. Hawaii streets are not as safe as the can and should be and adherence to basic traffic rules - especially red lights - is not what it should be. If this could be solved by traditional traffic enforcement it already would have been. Something else needs to be done red-light camers work in other communities. No reasonable citizen should oppose.

-Josh Powell

Palolo

**LATE**

**SB-663-SD-2**

Submitted on: 3/12/2019 11:26:50 PM  
Testimony for TRN on 3/13/2019 10:00:00 AM

<b>Submitted By</b>	<b>Organization</b>	<b>Testifier Position</b>	<b>Present at Hearing</b>
Benjamin Bess	Individual	Support	No

Comments:

As a driver, pedestrian and bike rider who lives in Kahala Diamond Head and commute to my business in Kaimuki when at one of the 3 stop signals I am at when the light is green I usually do not immediately proceed as it is not unusual to see one or more vehicles go through a red light.

i usually count 1 2 3 and then proceed.

the high number of people who run red lights in central Honolulu has grown significantly in recent years and cameras to record and significantly fine drivers who threaten others.



**LATE**

**SB-663-SD-2**

Submitted on: 3/12/2019 11:47:41 PM

Testimony for TRN on 3/13/2019 10:00:00 AM

<b>Submitted By</b>	<b>Organization</b>	<b>Testifier Position</b>	<b>Present at Hearing</b>
Carl Takamura	Individual	Support	No

Comments:

I support SB 663 because I am appalled at the high rate of deaths and injuries, especially for our kupuna, on our streets and I believe that the red light camera initiative is one important way to address this growing problem.

**LATE**

**SB-663-SD-2**

Submitted on: 3/12/2019 11:50:43 PM

Testimony for TRN on 3/13/2019 10:00:00 AM

<b>Submitted By</b>	<b>Organization</b>	<b>Testifier Position</b>	<b>Present at Hearing</b>
William Graham	Individual	Oppose	No

Comments:

I am opposed to SB663 which would begin a system of issuing automatic tickets by use of a camera on signalled intersections. Issue a ticket for a red light violation.

I live on the Big Island which has minimal need for any such monitoring and ticketing. I am especially concerned about additional accident potential should this system be installed on any of our high speed highways that do have signals. If one is approaching a light at highway speed and sees the signal go orange when one is 50 or 60 yards away then a difficult decision ensues. Is it safe to make a hard stop at speed? Picture this on rainy days and with others closely following behind. Perhaps going downhill. The Keauhou intersection on Kuakini highway coming down from Kainaliu towards Kailua-Kona is a perfect example.

It's likely the situation on Oahu is very different. In any event please give the individual counties the option to opt in or out of this proposal. Requiring approval by the county councils could be an appropriate method.

Thank you for consideration of my concern and suggestion.

-Bill Graham (North Kohala)

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

**LATE**

Telephone (808) 778-8832

email rmoore@hawaii.rr.com

March 13, 2019

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

Dear Representative Aquino and members of the Committee:

Subject: SB 663 SD 2 (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.

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.

**LATE**

**SB-663-SD-2**

Submitted on: 3/13/2019 7:07:04 AM  
Testimony for TRN on 3/13/2019 10:00:00 AM

<b>Submitted By</b>	<b>Organization</b>	<b>Testifier Position</b>	<b>Present at Hearing</b>
Dorothy M Sunio	Individual	Support	No

Comments:

Please pass SB663. Cameras at lights will be a big deterrant for those running red lights and will have a huge impact on the pedestrian deaths and car crashes. Weekly, I observe cars running red lights. This needs to stop.

Dorothy Sunio

**LATE**

**SB-663-SD-2**

Submitted on: 3/13/2019 7:10:24 AM

Testimony for TRN on 3/13/2019 10:00:00 AM

<b>Submitted By</b>	<b>Organization</b>	<b>Testifier Position</b>	<b>Present at Hearing</b>
Sery Berhanu	Individual	Support	No

Comments:

Aloha Chair Aquino, Vice Chair Hashimoto, and esteemed members of the Committee.

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.

Thank you,

Sery Berhanu

**LATE**

**SB-663-SD-2**

Submitted on: 3/13/2019 7:14:46 AM

Testimony for TRN on 3/13/2019 10:00:00 AM

<b>Submitted By</b>	<b>Organization</b>	<b>Testifier Position</b>	<b>Present at Hearing</b>
Cherie Balisacan	Individual	Support	No

Comments:

I agree with traffic cameras at stop lights. Too much drivers are running red lights and killing innocent lives.

**LATE**

**SB-663-SD-2**

Submitted on: 3/13/2019 8:33:26 AM

Testimony for TRN on 3/13/2019 10:00:00 AM

<b>Submitted By</b>	<b>Organization</b>	<b>Testifier Position</b>	<b>Present at Hearing</b>
Travis Schmidt	Individual	Support	No

Comments:

Hello,

I support this bill. I am a bicycle rider in Kapolei and love riding to work and around town. I do not love the aggressive drivers that frequently turn right on red even or make last minute turns with a red turn arrow when I am crossing the interseciton or have the right of way. I think having the light cameras is a good investment in safety for pedestrians/ bicyclists. It also will hold drivers more accountable and hopefuller pay attention more to the surroundings.

Thank you,

Travis Schmidt

**LATE**

**SB-663-SD-2**

Submitted on: 3/13/2019 9:30:49 AM

Testimony for TRN on 3/13/2019 10:00:00 AM

<b>Submitted By</b>	<b>Organization</b>	<b>Testifier Position</b>	<b>Present at Hearing</b>
Lauren Armstrong	Individual	Support	No

Comments:

Please support SB663 to establish a red light camera imaging system, to improve safety on our roads and prevent serious injuries and deaths that occur due to drivers running red lights. The proposed bill offers an efficient and practical method to implement a solution that has been successful around the country. Maui MPO Policy Board agreed to support this measure in a March 1, 2019 meeting. Maui County has placed a high priority on roadway safety, and is working toward a Vision Zero goal to eliminate traffic fatalities by 2040. Please support SB663, for the safety of people walking, riding bicycles, and driving.



**LATE**

**SB-663-SD-2**

Submitted on: 3/13/2019 10:17:27 AM

Testimony for TRN on 3/13/2019 10:00:00 AM

<b>Submitted By</b>	<b>Organization</b>	<b>Testifier Position</b>	<b>Present at Hearing</b>
Donna L. Ching	Individual	Support	No

Comments:

Thank you for your support of the intention of this bill to improve road safety for all -- pedestrians, cyclists, and yes drivers, too. Let's also consider adding more No Right Turn on Red intersections and scramble (all direction) crosswalks for large intersections such as the one at Dole and University. Most importantly, since speeding and DUIs are an even greater cause of injury and death, we need to dramatically stiffen DUI penalties. In Germany, for instance the penalties are so severe -- license suspension for first offense -- people don't even consider attempting to drive home after drinking a single beer. They take taxis if they intend to drink. Our social culture around drinking and driving must change. "I'm ok, I'm not that drunk" should not be a badge of strength, it should become a label of idiocy. Mahalo!

**LATE**

**SB-663-SD-2**

Submitted on: 3/13/2019 11:38:16 AM  
Testimony for TRN on 3/13/2019 10:00:00 AM

<b>Submitted By</b>	<b>Organization</b>	<b>Testifier Position</b>	<b>Present at Hearing</b>
Todd Taniguchi	Individual	Support	No

Comments:

Traffic safety is a high priority for me as a father and generally as a member of the community.

I support this bill because thoughtfully implemented regulations can improve outcomes for our community.

As written, the bill allows flexibility for improvement and adjustment, which means that implementation can be thoughtfully developed and adjusted based on its effectiveness.

I support this legislation as it has the correct goals:

- 1) Improve safety for our communities in a targeted way
- 2) Ensure implementation is thoughtful and ultimately well received by drivers and vehicle owners.

Mahalo