

TESTIMONY BY:

JADE T. BUTAY
DIRECTOR

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

LATE

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

June 24, 2020
1:30 P.M.
State Capitol, Room 225

H.B. 1676 H.D.1
RELATING TO HIGHWAY SAFETY

House Committee on Transportation

The Department of Transportation **supports** the intent of H.B. 1676, H.D. 1 that establishes a red-light imaging detector system pilot program and would appreciate the inclusion of language in S.B. 2994 by the Red-Light Running Committee which was formed through Act 131(19).

Further we recommend the following changes:

- Changing all references to the “**operator**” of the motor vehicle to reflect the registered owner of the motor vehicle instead.
- Removing language of sensors buried under crosswalks as new technology may exist.
- The county’s vendor should mail the notice of traffic infraction instead of county staff.
- Registered owner is held strictly liable for the red light violation by creating a new subsection under 291c-32(d).
- Deleted SECTION 11 in regards to liability for rental or U-drive, such that the registered owner of a rental or U-drive vehicle is liable.
- Removed the Prima facie evidence portion of the bill SECTION 10, sub section(a) and moved the remaining sub section (b) up to the preceding SECTION 9, regarding the registered owner’s responsibility for notice of infraction.
- Changed the post mark date for the notice of infractions from seventy-two hours to 10 calendar days.

- Inserted language to clarify that nothing in this act shall be deemed to override or supersede any provision of Chapter 291D, Hawaii Revised Statutes.
- To reduce program costs, all notices of traffic infraction should be sent via regular mail instead of certified or registered mail.
- Adding in funding for a full-time position to the Prosecuting Attorney of the City and County of Honolulu.
- Funding for the first year of the pilot project will come from the DOT's State Highways Fund for fiscal year 2021, instead of general revenues of the State of Hawaii. As fines are deposited to the photo red light imaging detector systems pilot program account, the DOT believes the program will be viable. The DOT cannot fund this project on a permanent basis due to our diminishing funds in the Highways Fund.

Thank you for the opportunity to provide testimony.



The Judiciary, State of Hawai'i

Testimony to the Thirtieth State Legislature, 2020 Session

Senate Committee on Transportation
Senator Lorraine R. Inouye, Chair

Wednesday, June 24, 2020, 1:30 p.m.
State Capitol, Conference Room 225

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

WRITTEN TESTIMONY ONLY

Bill No. and Title: House Bill No. 1676, H.D. 1 – Relating to Highway Safety

Purpose: Establishes a three-year photo red light imaging detector system pilot program. Authorizes any impacted county to administer the photo red light imaging detector system pilot program. Establishes a photo red light imaging detector systems pilot program account as a special account within the general fund. Requires proceeds of fines expended in the county from which they were collected for operation of the photo red light imaging detector system pilot program. Appropriates funds. Sunsets 6/30/2023. Effective 7/1/2050 (HD1)

Judiciary's Position:

The Judiciary appreciates the intent of the proposed bill, but with the current economic uncertainties and budget restrictions, the Judiciary may not have sufficient funds or staff to implement this pilot program at this time. The Judiciary would request that the effective date for this program be extended to give the Judiciary ample time to prepare for this program.

This legislation will require the Judiciary to work with a selected vendor to create new citations and to ensure system compatibility. Generally, citations are approved six months before the start of a new calendar year. For this project, a completely separate red light running only citation will need to be created. New system codes, including fiscal codes to handle the



House Bill No. 1676, HD1, Relating to Highway Safety
Senate Committee on Transportation
June 24, 2020
Page 2

special fund monies, will also need to be created and tested prior to implementation. A conservative estimate would be a start date of January 1, 2022.

Thank you for the opportunity to testify on this measure.



DISABILITY AND COMMUNICATION ACCESS BOARD

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

June 24, 2020

TESTIMONY TO THE SENATE COMMITTEE ON TRANSPORTATION

House Bill 1676, HD1 – Relating to Highway Safety

The Disability and Communication Access Board (DCAB) **SUPPORTS** House Bill 1676, HD1. This bill would authorize and provide funding for a three year pilot program in major arterial zones on state and county highways within a specified area to provide for the implantation of photo red light imaging detector systems to improve traffic enforcement and make the same highways safer for pedestrians to cross.

DCAB adopted guiding principles on the mobility and safety of pedestrians with mobility disabilities that support the following efforts:

- 1) Utilization of technology to assist with improved traffic enforcement to achieve greater pedestrian safety that includes persons with mobility disabilities.
- 2) Implementation of best practices from other jurisdictions around the world.
- 3) Following the principles contained in Complete Streets and Vision Zero.

House Bill 1676, HD1 embodies these principles and DCAB urges your support.

Thank you for the opportunity to provide testimony.

Respectfully submitted,

KIRBY L. SHAW
Executive Director

LATE



Subject: Support HB 1676 HD1

Dear Senator Chair Inouye, and Members of the Senate Committee on Transportation,

My name is Kari Benes and I am the chair of the Hawaii Strategic Highway Safety Plan (SHSP) asking for your **support of HB1676 HD1**, which establishes a 3 year pilot for red light imaging detection system. This would allow Hawai'i and respective counties to determine how effective red light running detection systems are at reducing crashes at intersections with large volumes of red light violations. This measure aligns with the SHSP's life-saving priorities in the updated 2019-2023 plan.

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 <https://hidot.hawaii.gov/highways/shsp/>

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.

STATE OF HAWAI‘I
OFFICE OF THE PUBLIC DEFENDER

**Testimony of the Office of the Public Defender,
State of Hawai‘i to the Senate Committee on Transportation**

H.B. No. 1676 HD1: RELATING TO HIGHWAY SAFETY

Hearing Date: June 24, 2020, 1:30 p.m.

Chair Inouye and Members of the Committee:

The Office of the Public Defender opposes H.B. No. 1676 HD1.

This measure would establish a photo red light imaging detector systems program. This system would be an unmanned, automated system, which would be triggered by sensors 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 Scauzillo, 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 January 29, 2020); 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 January 29, 2020).

Additionally, we have concerns with the methodology to be used in the selection of the intersections where the equipment shall be posted. The measure, in SECTION 6(a), directs that "the photo red light imaging detector equipment shall be positioned . . . at the ten intersections with the highest motor vehicle accident rates during the time period commencing January 1, 2018, and ending on March 15, 2019." Data regarding the intersections with the highest motor vehicle accidents involving drivers disregarding traffic signals from 2014 to 2018 was provided to the Red Light Running Committee established by the 2019 State Legislature in Senate Bill 663, S.D.2, H.D.1, C.D.1. (Data is attached hereto as Appendix "A"). As one can see, the intersections with the highest number of accidents in one year is not even found on the list for the other years. Therefore, another method of selecting intersections should be considered.

If this measure is enacted, all photographs or recorded images should be reviewed and approved by the county police to determine whether a red-light infraction exists prior to any notice of traffic infraction is mailed to the registered owner. This requirement is essential, as one of the problems with the "van-cam" several years ago was that the citations were issued without any review by the county police. A police review will reduce the risk of wrongfully issued citations and minimize the number of contested hearings. In the city of Virginia Beach, Virginia, where the police review each photograph, 58% of total violations captured by the cameras in 2010 were thrown out. 30.32% of the total captured violations were dismissed because the police determined that the vehicle completed a safe turn on red. See National Cooperative Highway Research Program Report No. 729, Automated Enforcement for Speeding and Red Light Running.

It should also be noted that the Office of the Public Defender participated in the Red Light Running Committee established in 2019 (Act 131) with the Department of Transportation, all county prosecutors, all county police, the Hawaii Bicycling League, Mothers Against Drunk Driving, and

AAA Hawaii. The committee submitted recommendations to the legislature on December 30, 2019. See https://www.capitol.hawaii.gov/session2020/bills/DC250_.pdf. The Office of the Public Defender may support a bill establishing a photo red light imaging detector systems program if the Legislature adopts the Red-Light Running Committee's recommendations.

Finally, establishing a photo red light imaging detector systems program will be costly. Implementing a program includes, but not limited to, the following: conducting a comprehensive engineering review and study of each intersection considered for enforcement via the photo red light imaging detector system; implementing all necessary and appropriate engineering, design, and traffic-control-signal timing measures; conducting an education campaign preceding the start of the program; hiring additional staffing to implement the program by the Judiciary and county police agencies; and contracting a third-party vendor. The Red-Light Running Committee estimated that the estimated cost for capital improvements is \$78,000 to \$80,000 per approach (direction) to an intersection. The staffing budget without a third-party vendor for up to three intersections is estimated at \$1,846,000. With a third-party vendor, the staffing budget is estimated at \$888,000. The Red-Light Running Committee did not provide estimates for contracting a third-party vendor. See https://www.capitol.hawaii.gov/session2020/bills/DC250_.pdf.

Thank you for the opportunity to comment on H.B. No. 1676 HD1.

**2014 HONOLULU INTERSECTION LOCATIONS WITH ACCIDENTS INVOLVING DRIVERS
DISREGARDING THE TRAFFIC SIGNAL**

Number Killed	Number Injured	Street Highway	Reference Name	# Accidents	AADT
0	7	KAMEHAMEHA HWY	VALKENBURGH ST	7	31400
0	2	ALGAROBA ST	MCCULLY ST	6	
0	7	PALI HWY	SCHOOL ST	5	21700
0	9	KING ST	ISENBERG ST	5	
0	3	KING ST	MCCULLY ST	4	
0	2	WARD AVE	BERETANIA ST	4	
1	1	NIMITZ HWY	PUUHALE RD	3	62200
0	3	ALA MOANA BLVD	HOBRON LN	3	36700
0	3	KING ST	KOHOU ST	3	
0	3	KING ST	PIIKOI ST	3	
0	0	EB OFF>KUNIA NB	KUNIA RD	2	N/A
0	3	KALIHI ST	NIMITZ HWY	2	10100
0	5	KALIHI ST	DILLINGHAM BLVD	2	14300
0	12	LIKELIKE HWY	KAHEKILI HWY	2	44400
0	0	KALANIANA'OLE HWY	LUNALILO HOME RD	2	30800
0	1	KAHEKILI HWY	HAIKU RD	2	28800
0	3	ALA MOANA BLVD	QUEEN ST	2	47000
0	4	KAMANANUI RD	KAUKONAHUA RD	2	11198
0	0	KAMEHAMEHA HWY	KIPAPA ST	2	16900
0	1	KAMEHAMEHA HWY	KAONOHI ST	2	49300
0	3	KAMEHAMEHA HWY	LIPOA PL	2	49300
0	3	MAKAKILO DR	FARRINGTON HWY	2	34700
0	2	KAMEHAMEHA HWY	MIDDLE ST	2	34506
0	0	AOLELE ST	PAIEA ST	2	
0	0	CITRON ST	MCCULLY ST	2	
0	2	KEEAUMOKU ST	RYCROFT ST	2	
0	0	KUHIO AVE	KANEKAPOLEI ST	2	
0	4	LUNALILO ST	WARD AVE	2	
0	2	MCCULLY ST	FERN ST	2	
0	3	MIDDLE ST	KING ST	2	
0	1	NUUANU AVE	KUKUI ST	2	
0	1	NUUANU AVE	WYLLIE ST	2	
0	0	WAIALAE AVE	16TH AVE	2	
0	1	YOUNG ST	PIIKOI ST	2	

APPENDIX "A"

**2015 HONOLULU INTERSECTION LOCATIONS WITH ACCIDENTS INVOLVING DRIVERS
DISREGARDING THE TRAFFIC SIGNAL**

Number Killed	Number Injured	Street Highway	Reference Name	# Accidents	ADT
0	10	KAMEHAMEHA HWY	ACACIA RD	8	60282
0	3	KING ST	ISENBERG ST	6	
0	2	KALIHI ST	SCHOOL ST	4	34200
0	0	BERETANIA ST	KALAKAUA AVE	3	
0	1	KAPOLEI PKWY	KAMAAHA AVE	3	
0	8	LIKELIKE HWY	KAHEKILI HWY	3	44844
0	3	PIIKOI ST	KINAU ST	3	
0	4	PIIKOI ST	YOUNG ST	3	
0	3	VINEYARD BLVD	LILIHA ST	3	19400
0	5	FARRINGTON HWY	WAIPAHU DEPOT ST	2	33269
0	3	FORT BARRETTE RD	FARRINGTON HWY	2	35500
0	4	FORT WEAVER RD	KOLOWAKA DR	2	51200
0	5	KALAELOA BLVD	KAPOLEI PKWY	2	
0	2	KALAKAUA AVE	YOUNG ST	2	
0	2	KAMEHAMEHA HWY	CAMP CATLIN RD	2	30200
0	1	KAMEHAMEHA HWY	HEKAHA ST	2	43981
0	4	KING ST	KOHOU ST	2	
0	1	KING ST	MCCULLY ST	2	
0	0	MCCULLY ST	ALGAROBA ST	2	
0	1	MCCULLY ST	CITRON ST	2	
0	0	MIDDLE ST	KAUA ST	2	N/A
0	1	NIMITZ HWY	AOLELE ST	2	30200
0	4	PALI HWY	SCHOOL ST	2	21700
0	2	WAIALAE AVE	8TH AVE	2	
0	1	WAIALAE AVE	KILAUEA AVE	2	
0	2	WAIPAHU ST	PAIWA ST	2	
0	2	WARD AVE	LUNALILO ST	2	

**2016 HONOLULU INTERSECTION LOCATIONS WITH ACCIDENTS INVOLVING
DRIVERS DISREGARDING THE TRAFFIC SIGNAL**

Number Killed	Number Injured	Street Highway	Reference Name	# Accidents	ADT
0	6	KEEAUMOKU ST	YOUNG ST	4	
0	2	BERETANIA ST	WARD AVE	3	
0	13	KAMANANUI RD	KAUKONAHUA RD	3	9500
0	1	KAMEHAMEHA HWY	KANEOHE BAY DR	3	29600
0	1	LIKELIKE HWY	KAHEKILI HWY	3	37600
0	3	MCCULLY ST	ALGAROBA ST	3	
0	3	PIIKOI ST	KINAU ST	3	
0	1	BERETANIA ST	NUUANU AVE	2	
0	1	EB OFF>KUNIA NB	KUNIA RD	2	N/A
0	0	EB OFF>MIDDLE ST	MIDDLE ST	2	N/A
0	2	FARRINGTON HWY	LEOLE ST	2	34236
0	0	HAIKU RD	ALALOA ST	2	
0	2	KAHEKILI HWY	KEAAHALA RD	2	47700
0	2	KAMEHAMEHA HWY	CENTER DR	2	31725
0	1	KAMEHAMEHA HWY	HEKAHA ST	2	44434
0	2	KAMEHAMEHA HWY	LANIKUHANA AVE	2	21400
0	0	KAMEHAMEHA HWY	PALI MOMI ST (IN)	2	52339
0	2	KAMEHAMEHA HWY	PUU MOMI ST	2	37297
0	3	KAMEHAMEHA HWY	VALKENBURGH ST	2	29100
0	1	KAUA ST	MIDDLE ST	2	N/A
0	0	KING ST	KALAKAUA AVE	2	
0	1	KING ST	UNIVERSITY AVE	2	
0	1	MCCULLY ST	CITRON ST	2	
0	0	MIDDLE ST	KING ST	2	14281
0	1	MOANALUA EB>WB ON	MOANALUA RD	2	N/A
0	1	MOKAUEA ST	KALANI ST	2	
0	5	NIMITZ HWY	OHOHIA ST	2	29100
0	5	NUUANU AVE	HOTEL ST	2	
0	1	PIIKOI ST	YOUNG ST	2	

**2017 HONOLULU INTERSECTION LOCATIONS WITH ACCIDENTS INVOLVING DRIVERS
DISREGARDING THE TRAFFIC SIGNAL**

Number Killed	Number Injured	Street Highway	Reference Name	# Accidents	ADT
0	0	MIDDLE ST	KING ST	4	14424
0	3	KING ST	KOHOU ST	3	
0	2	MIDDLE ST	BUS TERMINAL/C&C REFUSE	3	14424
0	2	NIMITZ HWY	PAIEA ST	3	29000
0	2	FARRINGTON HWY	LEOLE ST	2	36500
0	1	H3W OFF	KAMEHAMEHA HWY	2	33195
0	2	HENE ST	HONOWAI ST	2	
0	5	KAMANANUI RD	WILIKINA DR	2	17800
0	1	KAMEHAMEHA HWY	CALIFORNIA AVE	2	56500
0	1	KAMEHAMEHA HWY	KANEOHE BAY DR	2	31800
0	2	KEEAUMOKU ST	YOUNG ST	2	
0	3	KINAU ST	PIIKOI ST	2	
0	2	KING ST	ISENBERG ST	2	
0	1	KING ST	MCCULLY ST	2	
0	1	LIKELIKE HWY	ANOI RD	2	31800
0	1	LIKELIKE HWY	NALANIEHA ST	2	35653
0	0	MOANALUA RD	HOOLAULEA ST	2	
0	0	PIIKOI ST	KONA ST	2	

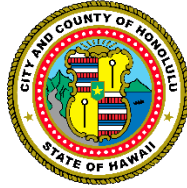
**2018 HONOLULU INTERSECTION LOCATIONS WITH ACCIDENTS INVOLVING DRIVERS
DISREGARDING THE TRAFFIC SIGNAL**

Number Killed	Number Injured	Street Highway	Reference Name	# ACCIDENTS	ADT
0	6	LIKELIKE	KAHEKILI	5	38100
0	2	KING	MCCULLY	4	24006
0	3	FERN	MCCULLY	3	
0	1	HARDING	KAPAHULU	3	
0	1	CITRON	MCCULLY	2	
0	5	DILLINGHAM	MOKAUEA	2	
0	3	FARRINGTON	LEOOLE	2	36500
0	2	FARRINGTON	MAKAKILO	2	37200
0	1	FORT WEAVER	KUNIA	2	41500
0	2	KAPOLEI	KEAUNUI	2	
0	5	KEEAUMOKU	YOUNG	2	
0	1	KING ST	KALAKAUA	2	24006
0	0	LAKEVIEW	WILIKINA	2	38500
0	5	MCCULLY	ALGAROBA	2	
0	3	MCCULLY	YOUNG	2	
0	4	WARD	LUNALILO	2	4900

DEPARTMENT OF TRANSPORTATION SERVICES
CITY AND COUNTY OF HONOLULU

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

KIRK CALDWELL
MAYOR



WES FRYSZTACKI
DIRECTOR

JON Y. NOUCHI
DEPUTY DIRECTOR

TESTIMONY TO THE
SENATE COMMITTEE ON TRANSPORTATION (TRS)

JUNE 24, 2020
1:30 PM

**IN SUPPORT OF
HB 1676 HD 1 – RELATING TO HIGHWAY SAFETY**

Chair Inouye and Members of the Committee:

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.

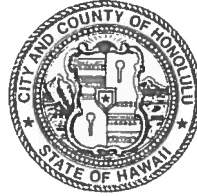
Drivers who run red lights endanger themselves, as well as other drivers and pedestrians in and around the intersection. Photo red light imaging detector systems are a proven deterrent of red light-running and they improve safety for drivers and pedestrians in an efficient and cost-effective manner. 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.

The Department of Transportation Services looks forward to working with the Hawaii Department of Transportation and partnering with other City agencies to successfully deploy and implement the proposed pilot program.

Thank you for consideration of this measure and for the opportunity to provide this testimony.

POLICE DEPARTMENT
CITY AND COUNTY OF HONOLULU

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



KIRK CALDWELL
MAYOR

SUSAN BALLARD
CHIEF

JOHN D. McCARTHY
CLYDE K. HO
DEPUTY CHIEFS

OUR REFERENCE CT-LC

June 24, 2020

The Honorable Lorraine R. Inouye, Chair
and Members
Committee on Transportation
State Senate
Hawaii State Capitol
415 South Beretania Street, Room 225
Honolulu, Hawaii 96813

Dear Chair Inouye and Members:

SUBJECT: House Bill No. 1676, H.D. 1, Relating to Highway Safety

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

The HPD appreciates the intent of House Bill No. 1676, H.D. 1, Relating to Highway Safety, and submits the following comments and recommendations.

The HPD fully supports a photo red light imaging detector system. All county law enforcement agencies, including the HPD, participated in the drafting of this pilot project. We believe this project will assist in making our roadways safer and reduce the number of intersection-related crashes throughout the state.

This bill requires that a governmental law enforcement agency review and validate the photographic evidence. The HPD is concerned that without funding for additional positions, it will not be able to fulfill this requirement.

Thank you for the opportunity to testify.

APPROVED:

A handwritten signature in black ink, appearing to read "Susan Ballard", written over a horizontal line.

Susan Ballard
Chief of Police

Sincerely,

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

Calvin Tong, Major
Traffic Division

DEPARTMENT OF THE PROSECUTING ATTORNEY
CITY AND COUNTY OF HONOLULU

ALII PLACE
1060 RICHARDS STREET • HONOLULU, HAWAII 96813
PHONE: (808) 768-7400 • FAX: (808) 768-7515

DWIGHT K. NADAMOTO
ACTING PROSECUTING ATTORNEY

LYNN B.K. COSTALES
ACTING FIRST DEPUTY
PROSECUTING ATTORNEY



THE HONORABLE LORRAINE R. INOUE, CHAIR
SENATE COMMITTEE ON TRANSPORTATION
Thirtieth State Legislature
Regular Session of 2020
State of Hawai'i

June 24, 2020

RE: H.B. 1676, H.D. 1; RELATING TO TRAFFIC SAFETY.

Chair Inouye, Vice-Chair Harimoto and members of the Senate Committee on Transportation, the Department of the Prosecuting Attorney of the City and County of Honolulu (“Department”) submits the following comments, supporting the intent of H.B. 1676, H.D. 1.

The purpose of this bill is to create a three-year pilot project for a red light camera system, with the aim of improving traffic safety and law enforcement.

Pursuant to Act 131 (2019), the Department participated in a red light running committee, made up of the county police departments and prosecuting attorney’s offices, Judiciary, Public Defender’s Office, Department of Transportation (City and State), Public Works and community stakeholders. Since that time, the Department has worked diligently with the State Department of Transportation (“DOT”), to address any remaining legal or procedural challenges, and we are prepared to participate in the proposed pilot program, so long as funding can be provided for one additional full-time deputy prosecuting attorney to handle the additional caseload.

In terms of the pilot program itself, the biggest change that the Department would suggest is that registered owners of motor vehicles (cited by the red light camera system) be held responsible for these violations, rather than the operators of the motor vehicles being held responsible. This would basically eliminate any need to photograph drivers, and the myriad of legal and practical challenges that can arise therefrom.

Also, we strongly recommend obtaining a baseline count of the number of individuals running red lights at each intersection under consideration, to determine the effects of implementing the red light camera system, from “pre-cameras” to “post-cameras.” Because the number of accidents varies greatly from year to year, at every intersection being considered for

the program, the correlation between the number of accidents and “red light running” is not necessarily a direct correlation.

As a final note, please be aware that prosecuting low-level traffic offenses under Hawaii’s existing caselaw can be unusually burdensome and costly, to the point where implementation of a red light camera system—particularly enforcing cases that proceed to trial—may far exceed any fines imposed in a successful conviction. For example, prosecuting these citations would likely require the State to establish that the red light camera photo entered into evidence is legally reliable, which would require a technician from the selected vendor to appear in court for every potential trial. That said, the Department understands and agrees that public safety on our roads is of utmost concern, and we will continue to enforce the laws and law enforcement programs of Hawaii, and of the City and County of Honolulu, to the best of our abilities.

For all of the foregoing reasons, the Department of the Prosecuting Attorney of the City and County of Honolulu supports the intent of H.B. 1676, H.D. 1 with comments. Thank you for the opportunity to testify on this matter.

HB-1676-HD-1

Submitted on: 6/23/2020 8:39:31 AM

Testimony for TRS on 6/24/2020 1:30:00 PM

Submitted By	Organization	Testifier Position	Present at Hearing
William Hankins	Testifying for Maui Police Department	Support	No

Comments:

As the commander of the Maui Police Department Traffic Division, I would like to offer my support of this bill, provided some minor amendments are made.

1. We believe a third party vendor needs to be responsible to maintain and operate this system.
2. Police can review images sent by third party vendors, and then authorize the issuance of a citation.
3. All citations should be issued by third party vendors, and mailed out by the vendor. Police do not have the time or resources to maintain this system without a third party vendor assisting.
4. All citations should be sent via regular mail. Certified mailings will cost approximately \$8 per mailing and be cost prohibitive.

Provided the above amendments are made to this bill, the Maui Police Department will support this bill.



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

June 24, 2020

To: Senator Loraine R. Inouye, Chair –Senate Committee on Transportation and members of the committee

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

Re: House Bill 1676, HD1 – Relating to Highway Safety

MADD Hawaii is testifying in strong support of House Bill 1676, HD1, *Relating to Highway Safety*. However, as a member of the Red Light Camera Committee, MADD is in definite support of a program that will require photos of the vehicle's license plate only – **NOT** the vehicle's driver. This reflects the recommendations of the Committee based on its research conducted during the last year.

A 2010 comparative analysis of fatal multi-vehicle red-light running crashes (vs crashes not involving red light running) in the U.S. by the Insurance Institute for Highway Safety revealed that the red light runners were more likely to have prior crashes, alcohol-impaired driving convictions, and citations for speeding and other traffic offenses. The red light runners also were more likely to be speeding or impaired by alcohol at the time of the crash and were less likely to have a valid driver's license. This identified alcohol involvement in at least a portion of intersection crashes makes support for this measure a logical - and important - expression of MADD's goal to reduce death and injury caused by impaired driving.

Just as with other highway safety programs conducted in our state, the primary object of the photo red light imaging detection program is to deter potential violators and thereby prevent crashes, injuries, and loss of life. Anyone who travels the roads of Honolulu County sees the blatant disregard for proper stopping at red lights. More and more often we see the potential for horrendous crashes as vehicles speed through intersections long after the signal has turned red. MADD believes that red light detection systems will decrease this problem and prevent innocent road users from being hit by red light runners – whether alcohol and speeding impaired or just impaired by poor judgment.

The Photo Red Light Imaging Detection enforcement tool has received the backing of the National Highway Traffic Safety Administration, which claims the systems have been effective in reducing intersection-related crashes. MADD sees too many tragic crashes and too many grieving families. We believe that the red-light camera program could be an important way of reducing death and injury on Hawaii roads.

MADD urges the committee to pass HB 1676, HD1. Thank you for the opportunity to testify.



June 22, 2020

Testimony in Support of HB1676HD1 Relating to Highway Safety

Aloha Chair Inouye, and esteemed members of the Senate Committee on Transportation:

Our deepest condolences on the passing of this committee's Vice-Chair, Senator Harimoto, who served with grace, heart, vision, ethics and the strongest of wills. May his spirit guide our own actions.

Hawaii Bicycling League **supports with amendments** House Bill 1676HD1, establishing a 3-year pilot program for photo red light imaging detector systems. In addition to amendments suggested by AAA Hawaii and already incorporated by the House (prior engineering studies, flat fee to vendor, warning/education period, locations determined using crash data) please consider incorporating the following best practices used by states that successfully use red light running cameras, such as New York (see addendum from pages 2-11):

Require photographs of the license plate only.

A vehicle running a red light is like firing a bullet in traffic--eventually someone will be killed. To deter dangerous behavior, the registered owner will be strictly liable for the vehicle running the red light. Driver identity is irrelevant; driver photograph is not needed. Violation is not a moving violation. It should not be listed in traffic abstract, nor have insurance consequences.

Reasonable due process defenses are allowed. 20 of 23 states that use red light cameras require photographs of the vehicle license plate only.

Independent review by a police department staff member officer prior to ticket issuance.

Use first class mail, allow at least 10 days to send the ticket.

Allow police and city/state transportation officials to decide on pilot program locations on Oahu, including but not limited to central Honolulu, based on data and experience.

Imagine Safe Streets, Chad Taniguchi
on behalf of Hawaii Bicycling League
808-255-8271 chad@hbl.org

Hawaii Bicycling League testimony re HB1676HD1

Article 24 - NY State Vehicle and Traffic Law, Title VII, Article 24 NY Vehicle and Traffic Law

<http://ypdcrime.com/vt/article24.htm#t1110>

S 1110. Obedience to and required traffic-control devices. (a) Every person shall obey the instructions of any official traffic-control device applicable to him placed in accordance with the provisions of this chapter, unless otherwise directed by a traffic or police officer, subject to the exceptions granted the driver of an authorized emergency vehicle in this title.

(b) No provision of this title for which signs are required shall be enforced against an alleged violator if at the time and place of the alleged violation an official sign is not in proper position and sufficiently legible to be seen by an ordinarily observant person. Whenever a particular section does not state that signs are required, such section shall be effective even though no signs are erected or in place.

(c) Whenever official traffic-control devices are placed in position approximately conforming to the requirements of this chapter, such devices shall be presumed to have been so placed by the official act or direction of lawful authority, unless the contrary shall be established by competent evidence.

(d) Any official traffic-control device placed pursuant to the provisions of this chapter and purporting to conform to the lawful requirements pertaining to such devices shall be presumed to comply with the requirements of this chapter, unless the contrary shall be established by competent evidence.

(e) For purposes of this article, "intersection" shall include the area embracing the juncture of a highway with a private road or driveway and "intersecting roadway" shall include an intersecting private road or driveway.

S 1111. Traffic-control signal indications. Whenever traffic is controlled by traffic-control signals, other than lane direction control signal indications provided in section eleven hundred sixteen, exhibiting different colored lights, or colored lighted arrows, successively, one at a time or in combination, only the colors green, yellow and red shall be used, and said lights shall indicate and apply to drivers of vehicles and to pedestrians as follows:

(a) Green indications:

1. Traffic, except pedestrians, facing a steady circular green signal may proceed straight through or turn right or left unless a sign at such place prohibits either such turn. Such traffic, including when turning right or left, shall yield the right of way to other traffic lawfully within the intersection or an adjacent crosswalk at the time such signal is exhibited.

2. Traffic, except pedestrians, facing a steady green arrow signal may cautiously enter the intersection only to make the movement indicated by such arrow, or such other movement as is permitted by other indications shown at the same time, except that a U-Turn may be made by traffic facing a left green arrow signal unless a sign prohibits such U-Turn or such U-Turn is in violation of any other provision of law. Such traffic shall yield the right of way to other traffic lawfully within the intersection or an adjacent cross walk at the time such signal is exhibited.

3. Unless otherwise directed by a pedestrian-control signal as provided in section eleven hundred twelve, pedestrians facing any steady green signal, except when the sole green signal is a turn arrow, may proceed across the roadway within any marked or unmarked crosswalk.

(b) Yellow indications:

1. Traffic, except pedestrians, facing a steady circular yellow signal may enter the intersection; however, said traffic is thereby warned that the related green movement is being terminated or that a red indication will be exhibited immediately thereafter.

2. Traffic, except pedestrians, facing a steady yellow arrow signal may cautiously enter the intersection only to complete the movement indicated by such arrow or make such other movement as is permitted by other indications shown at the same time; however, said traffic is thereby warned that the related green arrow movement is being

terminated

or that a red indication will be exhibited immediately thereafter.

3. Unless otherwise directed by a pedestrian-control signal as provided in section eleven hundred twelve, pedestrians facing any steady yellow signal are thereby advised that there is insufficient time to cross the roadway before a red indication is shown and no pedestrian shall then start to cross the roadway.

(d) Red indications:

1. Traffic, except pedestrians, facing a steady circular red signal,

unless to make such other movement as is permitted by other indications shown at the same time, shall stop at a clearly marked stop line, but if none, then shall stop before entering the crosswalk on the near side of the intersection, or in the event there is no crosswalk, at the point nearest the intersecting roadway where the driver has a view of the approaching traffic on the intersecting roadway before entering the intersection and shall remain standing until an indication to proceed is shown except as provided in paragraph two of this subdivision.

2. Except in a city having a population of one million or more, unless a sign is in place prohibiting such turn:

a. Traffic facing a steady circular red signal may cautiously enter the intersection to make a right turn after stopping as required by paragraph one of this subdivision, except that right turning traffic is not required to stop when a steady right green arrow signal is shown at the same time. Such traffic shall yield the right-of-way to pedestrians within a marked or unmarked crosswalk at the intersection and to other traffic lawfully using the intersection;

b. Traffic, while on a one-way roadway, facing a steady red signal may cautiously enter the intersection to make a left turn onto a one-way roadway after stopping as required by paragraph one of this subdivision. Such traffic shall yield the right-of-way to pedestrians within a marked or unmarked crosswalk at the intersection and to other traffic lawfully using the intersection.

Notwithstanding any other provision of law, any city having a population of one million or more, is hereby authorized and empowered to adopt a local law authorizing subparagraph a or b of this paragraph to be applicable within such city. Upon the adoption of such local law the exception provided herein for a city having a population of one million or more shall no longer be applicable within such city.

c. On or after the effective date of this subparagraph, the sign which prohibits such turn shall be prominently displayed from all newly installed traffic signals where possible.

3. Traffic, except pedestrians, facing a steady red arrow signal may not enter the intersection to make the movement indicated by such arrow and, unless entering the intersection to make such other movement as is permitted by other indications shown at the same time, shall stop at a clearly marked stop line, but if none, then shall stop before entering the crosswalk on the near side of the intersection, or in the event there is no crosswalk at the point nearest the intersecting roadway

where the driver has a view of the approaching traffic on the intersecting roadway before entering the intersection and shall remain standing until an indication to proceed is shown.

4. Unless otherwise directed by a pedestrian-control signal as provided in section eleven hundred twelve, pedestrians facing any steady red signal shall not enter the roadway.

5. Notwithstanding the provision of paragraph two of this subdivision, no school bus, while transporting pupils for any purpose, shall be permitted to proceed when facing a steady red signal.

(e) Traffic shall obey signs requiring obedience to traffic-control signals at intersections other than those at which such signals are located. No intersection not controlled by such signs prior to the effective date of this section shall hereafter be made subject to such method of control and no ordinance, order, rule or regulation requiring such obedience shall hereafter be adopted.

(f) In the event an official traffic-control signal is erected and maintained at a place other than an intersection, the provisions of this section shall be applicable except as to those provisions which by their nature can have no application. Any stop required shall be made at a sign or marking on the pavement indicating where the stop shall be made, but in the absence of any such sign or marking the stop shall be made at the signal.

* S 1111-a. **Owner liability for failure of operator to comply with traffic-control indications.** (a) 1. Notwithstanding any other provision of law, each city with a population of one million or more is hereby authorized and empowered to adopt and amend a local law or

ordinance

establishing a demonstration program imposing monetary liability on the owner of a vehicle for failure of an operator thereof to comply with traffic-control indications in such city in accordance with the provisions of this section. Such demonstration program shall empower

a

city to install and operate traffic-control signal photo violation-monitoring devices at no more than one hundred fifty intersections within such city at any one time.

2. Such demonstration program shall utilize necessary technologies to ensure, to the extent practicable, that photographs produced by such traffic-control signal photo violation-monitoring systems shall not

include images that identify the driver, the passengers, or the contents of the vehicle. Provided, however, that no notice of liability issued pursuant to this section shall be dismissed solely because a photograph or photographs allow for the identification of the contents of a vehicle, provided that such city has made a reasonable effort to comply with the provisions of this paragraph.

(b) In any city which has adopted a local law or ordinance pursuant to subdivision (a) of this section, the owner of a vehicle shall be liable for a penalty imposed pursuant to this section if such vehicle was used or operated with the permission of the owner, express or implied, in violation of subdivision (d) of section eleven hundred eleven of this article, and such violation is evidenced by information obtained from a traffic-control signal photo violation-monitoring system; provided however that no owner of a vehicle shall be liable for a penalty imposed pursuant to this section where the operator of such vehicle has been convicted of the underlying violation of subdivision (d) of section eleven hundred eleven of this article.

(c) For purposes of this section, "owner" shall have the meaning provided in article two-B of this chapter. For purposes of this section, "traffic-control signal photo violation-monitoring system" shall mean a vehicle sensor installed to work in conjunction with a traffic-control signal which automatically produces two or more photographs, two or

more

microphotographs, a videotape or other recorded images of each

vehicle

at the time it is used or operated in violation of subdivision (d) of section eleven hundred eleven of this article.

(d) A certificate, sworn to or affirmed by a technician employed by the city in which the charged violation occurred, or a facsimile thereof, based upon inspection of photographs, microphotographs, videotape or other recorded images produced by a traffic-control signal photo violation-monitoring system, shall be prima facie evidence of the facts contained therein. Any photographs, microphotographs, videotape

or

other recorded images evidencing such a violation shall be available for inspection in any proceeding to adjudicate the liability for such violation pursuant to a local law or ordinance adopted pursuant to this section.

(e) An owner liable for a violation of subdivision (d) of section

eleven hundred eleven of this article pursuant to a local law or ordinance adopted pursuant to this section shall be liable for monetary penalties in accordance with a schedule of fines and penalties to be set forth in such local law or ordinance, except that in a city which, by local law, has authorized the adjudication of such owner liability by a parking violations bureau, such schedule shall be promulgated by such bureau. The liability of the owner pursuant to this section shall not exceed fifty dollars for each violation; provided, however, that such local law or ordinance may provide for an additional penalty not in excess of twenty-five dollars for each violation for the failure to respond to a notice of liability within the prescribed time period.

(f) An imposition of liability under a local law or ordinance adopted pursuant to this section shall not be deemed a conviction as an operator and shall not be made part of the operating record of the person upon whom such liability is imposed nor shall it be used for insurance purposes in the provision of motor vehicle insurance coverage.

(g) 1. A notice of liability shall be sent by first class mail to each person alleged to be liable as an owner for a violation of subdivision (d) of section eleven hundred eleven of this article pursuant to this section. Personal delivery on the owner shall not be required. A manual or automatic record of mailing prepared in the ordinary course of business shall be prima facie evidence of the facts contained therein.

2. A notice of liability shall contain the name and address of the person alleged to be liable as an owner for a violation of subdivision (d) of section eleven hundred eleven of this article pursuant to this section, the registration number of the vehicle involved in such violation, the location where such violation took place, the date and time of such violation and the identification number of the camera which recorded the violation or other document locator number.

3. The notice of liability shall contain information advising the person charged of the manner and the time in which he may contest

the

liability alleged in the notice. Such notice of liability shall also contain a warning to advise the persons charged that failure to contest in the manner and time provided shall be deemed an admission of liability and that a default judgment may be entered thereon.

4. The notice of liability shall be prepared and mailed by the city having jurisdiction over the intersection where the violation occurred, or by any other entity authorized by the city to prepare and mail such

notification of violation.

(h) Adjudication of the liability imposed upon owners by this section shall be by a traffic violations bureau established pursuant to section three hundred seventy of the general municipal law or, if there be none, by the court having jurisdiction over traffic infractions, except that any city which has established an administrative tribunal to hear and determine complaints of traffic infractions constituting parking, standing or stopping violations may, by local law, authorize such adjudication by such tribunal.

(i) If an owner receives a notice of liability pursuant to this section for any time period during which the vehicle was reported to the police department as having been stolen, it shall be a valid defense to an allegation of liability for a violation of subdivision (d) of section eleven hundred eleven of this article pursuant to this section that the vehicle had been reported to the police as stolen prior to the time the violation occurred and had not been recovered by such time. For

purposes

of asserting the defense provided by this subdivision it shall be sufficient that a certified copy of the police report on the stolen vehicle be sent by first class mail to the traffic violations bureau, court having jurisdiction or parking violations bureau.

(j) 1. In a city where the adjudication of liability imposed upon owners pursuant to this section is by a traffic violations bureau or a court having jurisdiction, an owner who is a lessor of a vehicle to which a notice of liability was issued pursuant to subdivision (g) of this section shall not be liable for the violation of subdivision (d) of section eleven hundred eleven of this article, provided that he or she sends to the traffic violations bureau or court having jurisdiction a copy of the rental, lease or other such contract document covering such vehicle on the date of the violation, with the name and address of the lessee clearly legible, within thirty-seven days after receiving notice from the bureau or court of the date and time of such violation, together with the other information contained in the original notice of liability. Failure to send such information within such thirty-seven day time period shall render the owner liable for the penalty prescribed by this section. Where the lessor complies with the provisions of this paragraph, the lessee of such vehicle on the date of such violation shall be deemed to be the owner of such vehicle for purposes of this section, shall be subject to liability for the violation of subdivision

(d) of section eleven hundred eleven of this article pursuant to this section and shall be sent a notice of liability pursuant to subdivision (g) of this section.

2. (i) In a city which, by local law, has authorized the adjudication of liability imposed upon owners by this section by a parking violations bureau, an owner who is a lessor of a vehicle to which a notice of liability was issued pursuant to subdivision (g) of this section shall not be liable for the violation of subdivision (d) of section eleven hundred eleven of this article, provided that:

(A) prior to the violation, the lessor has filed with the bureau in accordance with the provisions of section two hundred thirty-nine of this chapter; and

(B) within thirty-seven days after receiving notice from the bureau of the date and time of a liability, together with the other information contained in the original notice of liability, the lessor submits to the bureau the correct name and address of the lessee of the vehicle identified in the notice of liability at the time of such violation, together with such other additional information contained in the rental, lease or other contract document, as may be reasonably required by

the

bureau pursuant to regulations that may be promulgated for such

purpose.

(ii) Failure to comply with clause (B) of subparagraph (i) of this paragraph shall render the owner liable for the penalty prescribed in this section.

(iii) Where the lessor complies with the provisions of this paragraph, the lessee of such vehicle on the date of such violation shall be deemed to be the owner of such vehicle for purposes of this section, shall be subject to liability for such violation pursuant to this section and shall be sent a notice of liability pursuant to subdivision (g) of this section.

(k) 1. If the owner liable for a violation of subdivision (d) of section eleven hundred eleven of this article pursuant to this section was not the operator of the vehicle at the time of the violation, the owner may maintain an action for indemnification against the operator.

2. Notwithstanding any other provision of this section, no owner of a vehicle shall be subject to a monetary fine imposed pursuant to this section if the operator of such vehicle was operating such vehicle without the consent of the owner at the time such operator failed to

obey a traffic-control indication. For purposes of this subdivision there shall be a presumption that the operator of such vehicle was operating such vehicle with the consent of the owner at the time such operator failed to obey a traffic-control indication.

(l) Nothing in this section shall be construed to limit the liability of an operator of a vehicle for any violation of subdivision (d) of section eleven hundred eleven of this article.

(m) In any city which adopts a demonstration program pursuant to subdivision (a) of this section, such city shall submit an annual report on the results of the use of a traffic-control signal photo violation-monitoring system to the governor, the temporary president of the senate and the speaker of the assembly on or before June first, two thousand seven and on the same date in each succeeding year in which

the

demonstration program is operable. Such report shall include, but not be limited to:

1. a description of the locations where traffic-control signal photo violation-monitoring systems were used;
2. within each borough of such city, the aggregate number, type and severity of accidents reported at intersections where a traffic-control signal photo violation-monitoring system is used for the year preceding the installation of such system, to the extent the information is maintained by the department of motor vehicles of this state;
3. within each borough of such city, the aggregate number, type and severity of accidents reported at intersections where a traffic-control signal photo violation-monitoring system is used, to the extent the information is maintained by the department of motor vehicles of this state;
4. the number of violations recorded at each intersection where a traffic-control signal photo violation-monitoring system is used and in the aggregate on a daily, weekly and monthly basis;
5. the total number of notices of liability issued for violations recorded by such systems;
6. the number of fines and total amount of fines paid after first notice of liability issued for violations recorded by such systems;
7. the number of violations adjudicated and results of such adjudications including breakdowns of dispositions made for violations recorded by such systems;
8. the total amount of revenue realized by such city from such

adjudications;

9. expenses incurred by such city in connection with the program; and

10. quality of the adjudication process and its results.

(n) It shall be a defense to any prosecution for a violation of subdivision (d) of section eleven hundred eleven of this article pursuant to a local law or ordinance adopted pursuant to this section that such traffic-control indications were malfunctioning at the time of the alleged violation.

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To safely connect
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places on Hawaii
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Serving
the Island of Hawai'i
since 1986

Subject: Support HB1676

RELATING TO HIGHWAY SAFETY.

Hearing Time and Date: Friday, 06-24-20 1:30PM

Room: 225

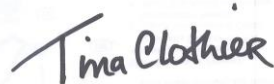
Dear Chair Senator Lorraine R. Inouye,

My name is Tina Clothier and I am the Strategic Projects Director for PATH~Peoples Advocacy for Trails Hawaii and a member of the Hawaii County Vision Zero Task Force. The Hawaii County Vision Zero Task Force has identified as a priority for 2020.

Recent analysis by FARS ranks Hawaii as the 5th worst in the nation for speed-related driving fatalities.¹ In addition, 2008-2017 FARS data reveals Hawaii as being above the national average for alcohol-impaired driving fatalities for the entire decade. We currently rank the 5th worst in the nation for the percentage of alcohol-impaired driving fatalities.² We applaud the legislature for the desire to reverse this trend and work towards eliminating deaths on our roadways. HB1676 complements state and county vision zero efforts to eliminate traffic fatalities by 2030. This measure places emphasis on the two leading factors in roadway deaths in Hawaii, speed and impairment.

The Hawaii County Vision Zero has a goal of ZERO traffic fatalities in Hawaii County by 2030. You can help us achieve our goal of reducing yearly fatalities, by supporting this measure to establish a 3 year photo red light imaging detector system pilot program, establish a special account in the general fund and require that funds collected be expended in the county where they are collected.

Sincerely,



Tina Clothier, Interim Executive Director

¹ https://icsw.nhtsa.gov/nhtsa/fars/speeding_data_visualization/

² <https://crashstats.nhtsa.dot.gov/Api/Public/ViewPublication/812630>

June 20, 2020

RE: SUPPORT for HB1676 HD1

Aloha Chair Inouye and Members of the Senate Committee on Transportation:

Thank you for this opportunity to testify in SUPPORT of HB1676 HD1 and for helping to promote policies and practices aimed at making our streets safer. Blue Zones Project was brought to Hawaii by HMSA to help increase the overall well-being of our communities and to make Hawaii a healthier, happier place to live, work, and play. To accomplish that goal, we support opportunities to lower obesity rates, tobacco use, and chronic disease prevalence.

Red light and speeding enforcement cameras can have a significant impact on deterring negative driver behavior, lowering speeds, and reducing traffic crashes, thereby encouraging active transportation, such as walking and biking. In addition, HB1676 HD1 supports effective traffic safety programs that benefit all users of the road, regardless of their preferred mode of transportation. A red light imaging detector system program also aligns with the goals and strategies of Vision Zero, which we know has had great success around the world.

After implementing Vision Zero and installing a red light camera program in 2014, New York City benefitted from four consecutive years of declining traffic fatalities between 2013 and 2017, with 2017 being the safest year on record with a 28% decline in traffic fatalities and a 45% decline in pedestrian deaths.¹ A study by the Insurance Institute for Highway Safety (IIHS) in Arlington, Virginia also found significant reductions in red light violations at camera intersections one year after ticketing began.² Similar results were found in Chicago; vehicle crashes declined by 10 percent and angle injury crashes by 19 percent at intersections where a red light camera system was installed.³

As we work towards our goal of zero traffic fatalities, we must continue to support engineering, education, enforcement, equity, evaluation and policy efforts backed by data, which is why we ask for your support for HB1676 HD1.

Thank you for this opportunity to testify,

Colby Takeda, MPH, MBA
Senior Manager
Blue Zones Project

¹ City of New York. Vision Zero: Mayor de Blasio Announces Pedestrian Fatalities Dropped 32% Last Year, Making 2017 Safest Year on Record. January 8, 2018.

² McCart, A. T. & hu, W. (2014) Effects of red light camera enforcement on red light violations in Arlington County, Virginia. Journal of Safety Research.

³ Mahmassani, H. S., et al. (2017). Chicago Red Light Camera Enforcement: Best Practices & Program Road Map. Northwestern University. Transportation Center.



HIPHI Board

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MacKinnon LLP

Date: June 22, 2020

To: Senator Lorraine R. Inouye, Chair
Members of the Senate Committee on Transportation

Re: Support for HB 1676 HD1, Relating to Highway Safety

Hrg: June 24, 2020 at 1:30 PM at Conference Room 225

The Obesity Prevention Task Force of the Hawai'i Public Health Instituteⁱ is in **Support of HB 1676 HD1 with amendments**. This bill would establish a three year red light camera pilot program at designated intersections in the City and County of Honolulu. It would also create a special account in the general fund and the proceeds from the fines would be used for the operation of the pilot 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. Increasing road safety for all users is critical to achieving Vision Zero and encouraging active transportation such as walking and biking.

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

In order to maximize the effectiveness of the red light camera pilot program, we recommend the following amendments based on best practices and recommendations of the Red Light Running Committee established by Act 131, SLH 2019:

- Do not require photographs of the driver
- Increase the time allowed to mail the ticket and use first class mail
- Determine pilot program locations based on data
- Allow a maximum of three years for the pilot program, beginning at the start of program operations and the option to extend the program earlier if the pilot is successful

Thank you for the opportunity to provide testimony.

Mahalo,

A handwritten signature in black ink that reads "Jessica Yamauchi". The signature is written in a cursive style with a large, looping initial "J".

Jessica Yamauchi, MA
Executive Director

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

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

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

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

HB-1676-HD-1

Submitted on: 6/22/2020 1:04:02 PM

Testimony for TRS on 6/24/2020 1:30:00 PM

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

Comments:

I support HB1676 but do not think a photograph of the driver is necessary. Getting a licence number and fining the registered owner keeps it simple. Most people, I believe, will only lend out their vehicles to family and friends. Resolving a traffic violation within that cohort should not be that difficult for the registered owner. If the vehicle is stolen well that is the perfect defence. Using registered or certified mail will be expensive and increase overhead of the program. Priority or first class mail is sufficient.

Larry Geller
Honolulu, HI 96817

HB1676
TRS
Wednesday, June 24, 2020
1:30 p.m.
Room 225

COMMITTEE ON TRANSPORTATION
Senator Lorraine R. Inouye, Chair
Senator Breene Harimoto, Vice Chair

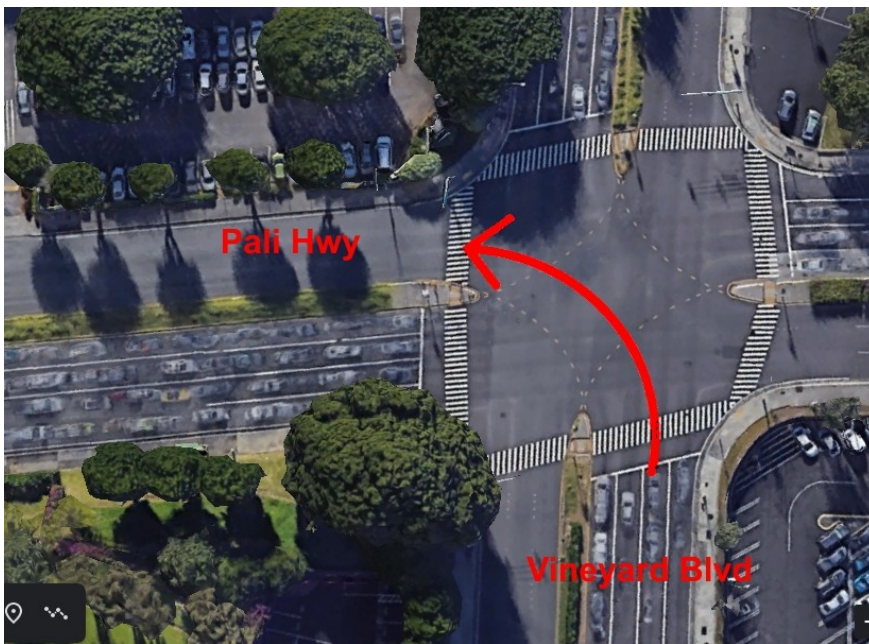
June 20, 2020

Re: HB1676 Establishes a three-year photo red light imaging detector system

In Strong Support

Dear Sen. Inouye and members of the Committee:

Perhaps a picture is worth a thousand words of testimony:



About a year ago a car just ahead of me in the CENTER LANE turned left from Vineyard Blvd. into Pali Hwy. The driver made that illegal turn perhaps 5-10 seconds after the light had already been red.

He/she could do this because there NEVER ARE POLICE at that intersection. In the 16 years we've lived nearby, we have never seen police waiting there to enforce any traffic laws. And drivers know that they will not be caught.

That is why we need red light cameras.

Larry Geller
Honolulu

HB-1676-HD-1

Submitted on: 6/20/2020 10:06:03 AM

Testimony for TRS on 6/24/2020 1:30:00 PM

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

Comments:

I strongly support this bill and request its passage. It's tragic when our community suffers needless deaths and injury because someone has run a red-light. The police cannot stand at every intersection to encourage enforcement. This bill is a step in the right direction. Let's use technology to help us identify those who run stop lights, and impose fines each time, so that everyone learns red means stop, do not proceed. We can save lives, and hopefully generate some funds for the counties for much needed government services as well.

HB-1676-HD-1

Submitted on: 6/23/2020 12:24:05 PM

Testimony for TRS on 6/24/2020 1:30:00 PM

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

Comments:

Aloha,

I'm a resident of Honolulu, and a cyclist, pedestrian, and driver. I'm writing to express my strong support for the red light camera pilot, with photos of the license plate only. This is the best practice in place by a majority of states using red light cameras, and is the most enforceable and efficient approach.

I have had too many close calls on a bike and on foot with vehicles carelessly running red lights, and cameras will help deter reckless behavior that endangers citizens.

Thank you for your consideration.

Dabney Gough

Waikiki/Kapahulu/Diamond Head

HB-1676-HD-1

Submitted on: 6/23/2020 12:49:47 PM

Testimony for TRS on 6/24/2020 1:30:00 PM

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

Comments:

Please support the passage of this bill. This is so important. It seems a daily occurrence that I witness someone going through a red light.....putting many people in danger.

HB-1676-HD-1

Submitted on: 6/23/2020 11:49:10 AM

Testimony for TRS on 6/24/2020 1:30:00 PM

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

Comments:

Aloha Senator Lorraine Inouye,

I am writing in strong support of HB1676 HD1 Red Light Cameras. As a pedestrian, biker and driver living in Makiki, I believe the implementation of this system would help save lives on our streets, especially in and near the urban core of Honolulu. I would also recommend that this system only take photos of license plates (not photos of drivers). This is the best practice of 21 of 23 states that use red light cameras and it is more efficient, less intrusive, and enforceable.

Mahalo for your consideration,

Molly Mamaril

HB-1676-HD-1

Submitted on: 6/23/2020 1:03:04 PM

Testimony for TRS on 6/24/2020 1:30:00 PM

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

Comments:

I strongly support HB 1676 because I believe it will help improve the safety of both pedestrians and drivers on our streets. Cars running red lights are of particular danger to our kupuna and the remedy proposed in this bill will help to save many lives.

Mahalo

HB-1676-HD-1

Submitted on: 6/23/2020 12:56:06 PM

Testimony for TRS on 6/24/2020 1:30:00 PM

Submitted By	Organization	Testifier Position	Present at Hearing
Kathryn Weldon	Individual	Support	No

Comments:

I support, with amendments, House Bill 1676HD1, establishing a 3-year pilot program for photo red light imaging detector systems. I also support taking photographs of the license plate only and not the driver as is the practice in New York.

I have personally been involved in 3 near misses where someone ran a red light on Beretania street at the intersection of Nuuanu. We were crossing Nuuanu and they came flying through the red light. It was very close each time and very scary. Please try the Red light imaging detector system in a pilot program. It will save lives.

LATE

HB-1676-HD-1

Submitted on: 6/23/2020 1:57:11 PM
Testimony for TRS on 6/24/2020 1:30:00 PM

Submitted By	Organization	Testifier Position	Present at Hearing
Daniel W. Dennison	Individual	Support	No

Comments:

Prior to the COVID-19 pandemic, my typical commute involved a bus ride from Hawaii Kai to the Kalanimoku Building, returning by bike. Soon I hope to resume this way of getting to and from work. The King Street cycle lane has been a great and safer addition to biking in Honolulu, but there are still many more opportunities to create a safe streets environment for cyclists, pedestrians, and motorists.

To ride anywhere in our urban setting requires the same defensive-driving skills taught by driving instructors, or just following our mother's advice to look both ways before crossing. Nearly every day one or more vehicles run red lights and had I or other cyclists not been looking, undoubtedly this could have resulted in a serious accident with bodily injury or death to both parties involved.

Many states, as you know, have red-light camera laws, and while as a State employee I know full-well the financial crisis government is currently facing, this matter has been proposed, discussed, tabled, re-discussed, and put on the back burner for far too long. I spent a few years away from Honolulu, 2011-2014, and was astounded by the explosive growth in cycling in the short time I was away.

Red-light running in Hawaii is at epidemic-like levels and I rarely see any active enforcement of violations. I implore the legislature to fund this pilot project, as it is imperative not only to a healthier way of life for all of Hawaii's residents, but safer streets for the thousands (and growing) of people who enjoy cycling for fun, recreation, and as a viable way to commute.

Sincerely,

Dan Dennison

Hawaii Kai

LATE

HB-1676-HD-1

Submitted on: 6/23/2020 3:50:15 PM

Testimony for TRS on 6/24/2020 1:30:00 PM

Submitted By	Organization	Testifier Position	Present at Hearing
Randolph Slaton	Individual	Support	No

Comments:

As a former prosecutor and now pedestrian, driver and cyclist, I support this bill as related to photos of license plates (not drivers or passengers). There is no logical reason for the Legislature to favor claims of privacy for people operating vehicles on public roads or claims of potential mistaken identify. Photos of license plates make the registered owner(s) responsible for the operation of vehicles they own. If someone defends against a citation by claiming that a vehicle had been stolen that can be addressed through a report of a stolen vehicle, and that defense is not likely to be raised frequently.

LATE

HB-1676-HD-1

Submitted on: 6/23/2020 1:51:27 PM

Testimony for TRS on 6/24/2020 1:30:00 PM

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

Comments:

Aloha Chair Inouye and Members of the Senate Committee on Transportation

Repeating 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 . Hawaii DOT's analysis found 13 people were killed by red light running in the last 8 years (2011-18).
- 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"

I stand in **strong support for PHOTOS OF LICENSE PLATE ONLY, not photos of drivers.** This is the best practice of 21 of 23 states that use red light cameras. More efficient, less intrusive, and enforceable.

Anthony Chang
1245 Maunakea St. #2310
Honolulu, HI 96817

LATE

HB-1676-HD-1

Submitted on: 6/23/2020 3:21:42 PM

Testimony for TRS on 6/24/2020 1:30:00 PM

Submitted By	Organization	Testifier Position	Present at Hearing
Rayne Kauhi	Individual	Oppose	No

Comments:

LATE

HB-1676-HD-1

Submitted on: 6/23/2020 1:56:23 PM

Testimony for TRS on 6/24/2020 1:30:00 PM

Submitted By	Organization	Testifier Position	Present at Hearing
Mike Manago	Individual	Support	No

Comments:

In the recent past i have seen more motorist running blatant red lights. This is a very, very serious problem! If we do not pass this bill, many lives will be lost. Let's not wait any longer as the problem is only getting worse. Please pass this law now!. Thank you!

Mike Manago

HB-1676-HD-1

Submitted on: 6/23/2020 1:10:39 PM

Testimony for TRS on 6/24/2020 1:30:00 PM

Submitted By	Organization	Testifier Position	Present at Hearing
Dean Masai	Individual	Support	No

Comments:

Dear Madame Chair, Senator Lorraine Inouye, Vice Char, and members of the committee: I strongly support HB1676, red light cameras at stop signs. This **Includes PHOTOS OF LICENSE PLATE ONLY (not photos of drivers)**. This is the best practice of 21 of 23 states that use red light cameras. This is more efficient, less intrusive, and enforceable.

Thank you for this opportunity to testify.

HB-1676-HD-1

Submitted on: 6/23/2020 12:52:39 PM

Testimony for TRS on 6/24/2020 1:30:00 PM

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

Comments:

I would like to submit STRONG SUPPORT for the proposed red light camera bill. Signalized intersections provide an opportunity for separating user movements, thereby reducing potential conflicts and collisions. Unfortunately, pedestrians are more likely to be hit at a traffic signal than at an unsignalized crosswalk location. In the 3 E's of roadway safety (Engineering, Education, Enforcement), it takes more than a well **engineered** signalized intersection to eliminate collisions. A red light camera program that targets high-crash intersection locations could help reduce the likelihood of crashes by increasing **enforcement** without the use of limited police resources. This, in combination with a localized PSA **educational** campaign could be used to help reduce the occurrence of red-light running, thereby increasing safety for all users of the road.

Thanks,

Mike Packard

HB-1676-HD-1

Submitted on: 6/23/2020 11:53:02 AM

Testimony for TRS on 6/24/2020 1:30:00 PM

Submitted By	Organization	Testifier Position	Present at Hearing
Christopher Tipton	Individual	Support	No

Comments:

Aloha,

I write to you to voice my support for HB1676 to implement a red-light camera systems. I urge that this system need only capture the license plate of the red-light running vehicle, as is the practice in 21 of the 23 states that have red-light camera systems, so that enforcemnt is easier and cheaper.

On my commute I witness at least one red-light running per week at Lunalilo and Pensacola. I fear one day I will witness a collision. This red-light camera system will reduce the number of red-light runners at multiple intersetions, making them safer for drivers, bikers, and pedestrians.

LATE

HB-1676-HD-1

Submitted on: 6/23/2020 4:33:54 PM

Testimony for TRS on 6/24/2020 1:30:00 PM

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

Comments:

I strongly support all red light enforcement initiatives.

Thank you for your consideration.

David Kingdon, MPH, Paramedic

LATE

HB-1676-HD-1

Submitted on: 6/23/2020 6:12:50 PM

Testimony for TRS on 6/24/2020 1:30:00 PM

Submitted By	Organization	Testifier Position	Present at Hearing
Nicholas Manago	Individual	Support	No

Comments:

As a bicycle advocate, and the brother of Zachary Manago, I support this bill because it's another step closer to having safer streets for everyone.

LATE

HB-1676-HD-1

Submitted on: 6/24/2020 7:06:37 AM

Testimony for TRS on 6/24/2020 1:30:00 PM

Submitted By	Organization	Testifier Position	Present at Hearing
Noelle Wright	Individual	Support	No

Comments:

Aloha, in support of HB1676CD1 with amendments as Hawaii Bicycling League has articulated - strong support for PHOTOS OF LICENSE PLATE ONLY (not photos of drivers).

HB-1676-HD-1

Submitted on: 6/24/2020 3:54:35 AM

Testimony for TRS on 6/24/2020 1:30:00 PM



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

Comments:

Testimony in Support of HB1676HD1 Relating to Highway Safety

Aloha Chair Inouye, Vice Chair Harimoto, and esteemed members of the Senate Committee on

Transportation:

Hawaii Bicycling League supports with amendments House Bill 1676HD1, establishing a

3-year pilot program for photo red light imaging detector systems.

In addition to amendments suggested by AAA Hawaii and already incorporated by the House

(prior engineering studies, flat fee to vendor, warning/education period, locations determined

using crash data) please consider incorporating the following best practices used by states that

successfully use red light running cameras, such as New York:

Require photographs of the license plate only.

A vehicle running a red light is like firing a bullet in traffic--eventually someone will be killed. To

deter dangerous behavior, the registered owner will be strictly liable for the vehicle running the

red light. Driver identity is irrelevant; driver photograph is not needed. Violation is not a moving

violation, not listed in traffic abstract, nor has insurance consequences. Reasonable due

process defenses are allowed. 20 of 23 states that use red light cameras require photographs of

the vehicle license plate only.

Independent review by a police officer prior to ticket issuance.

Use first class mail, allow at least 10 days to send the ticket.

Allow police and city/state transportation officials to decide on pilot program locations on Oahu,

including but not limited to central Honolulu, based on data and experience.

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

Telephone (808) 778-8832

email makikimoore@gmail.com

June 23, 2020

The Honorable Lorraine R. Inouye, Chair
and members of the Committee on Finance
The Senate
State Capitol
Honolulu, Hawaii



Dear Senator Inouye and members of the Committee:

Subject: HB 1676 HD 1 (relating to highway safety – photo red light imaging)

First, I want to offer my condolences to you on the loss of your vice chair, Senator Breene Harimoto, whom I had known since he was a member (and chair) of the elected Board of Education. He was the epitome of a kind, gracious, honorable, and dedicated public servant.

Regarding HB 1676 HD 1, I encourage your support, for all the reasons stated in Section 1 of the bill. I would prefer the original version of this bill. The changes incorporated into HD 1 appear designed to delay and limit the implementation of red light cameras and are thus detrimental to the intent 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 Waiialae 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

HB-1676-HD-1

Submitted on: 6/24/2020 10:56:00 AM

Testimony for TRS on 6/24/2020 1:30:00 PM

Submitted By	Organization	Testifier Position	Present at Hearing
Daphne Manago	Individual	Support	No

Comments:

Aloha Senator Inouye,

I am in strong support of HD1676 which establishes the red light imaging detector system pilot program. I also support a photo of the license plate only (and not a picture of the driver).

It is my hope that this program will change driving behaviors, eliminate traffic related deaths and most importantly, save lives of pedestrians, cyclists, passengers as well as motorists.

My son, Zach, was killed while riding his bicycle (not related to running a red light) and I'm committed to keeping his legacy alive by promoting safety on our streets. Let's implement this pilot program sooner than later. Thank you for the opportunity to testify.

Sincerely,

Daphne Manago

LATE

HB-1676-HD-1

Submitted on: 6/24/2020 10:50:11 AM

Testimony for TRS on 6/24/2020 1:30:00 PM

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

Comments:

I STRONGLY support passage of the three year red light camera pilot.

Most every time I drive anywhere, I see at least one instance of red light running. And, there is simply no enforcement to deter a motorist without personal self control from violating the law.

Our police officers have higher priorities than to sit and wait for red-light runners. Cameras are a proven way to catch those who endanger others on the road.

I am a Libertarian politically and I have no fears about Big Brother spying on me. The role of government is to do those things which we cannot, individually, do for ourselves. Protecting us when we are driving our automobiles is one of those things. For too long have drunk drivers, red light and stop sign runners, and excessive speeders caused carnage on our highways. I expect my government to protect me from these lawbreakers.

Thank you.

LATE

HB-1676-HD-1

Submitted on: 6/24/2020 10:15:28 AM
Testimony for TRS on 6/24/2020 1:30:00 PM

Submitted By	Organization	Testifier Position	Present at Hearing
Jeanette Manago	Individual	Support	No

Comments:

LATE

HB-1676-HD-1

Submitted on: 6/24/2020 11:18:21 AM

Testimony for TRS on 6/24/2020 1:30:00 PM

Submitted By	Organization	Testifier Position	Present at Hearing
Todd Boulanger	Individual	Support	No

Comments:

As a taxpayer and customer of the state roadways (driver at work, cyclist, and pedestrian) I am submitting **strong support for passage of HB1676** for a three-year photo red light imaging detector system pilot program. And that such a program utilizes international best practices such as enforcement via collection of PHOTOS OF LICENSE PLATE ONLY. Something has to be done.

It is currently very unsafe to be waiting to cross any arterial in this state (county and state roadways) given that our licensed drivers no longer obey the red traffic signal (as few expect that it will be effectively enforced by traffic officers).

The situation has gotten so out of hand that I have to warn family and visitors to **NOT** drive or walk across any intersection for at least a 5 second count to allow the expected scofflaw driver(s) running the red signal...there is almost one scofflaw at every major intersection each time I wait to cross.

As a trained transportation professional, I can tell you the current system is no longer respected as it is - it is broken. It has only gotten worse in the 30 years we all have been talking talking talking about doing something, especially for the families who have lost loved ones; the current system only serves the auto body repair shops and worse.

Mahalo, and thank you for your work on this important issue.

LATE

HB-1676-HD-1

Submitted on: 6/24/2020 9:23:28 AM

Testimony for TRS on 6/24/2020 1:30:00 PM

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

Comments:

With reduced traffic congestion due to the corona virus situation, there are more vehicles speeding and running red lights and stop signs than ever. (More pedestrians and cyclists chancing it at intersections too.). This makes it even more of a no-brainer to have red light camera program. Recent events have underscored the value of "having it on video" so people do the right thing because it's not just God who is watching!

HB-1676-HD-1

Submitted on: 6/24/2020 9:06:37 AM

Testimony for TRS on 6/24/2020 1:30:00 PM

LATE

Submitted By	Organization	Testifier Position	Present at Hearing
Lori McCarney	Individual	Support	No

Comments:

Aloha,

I am testifying in support of HB1676 HD1. As a person who drives, bikes, walks and runs, I have found myself in danger at intersections when I obey the law and stop at red lights. This has been most concerning to me as a bicyclist. When approaching a light that is turning red, I prepare to stop and do so near the right hand side of a lane. There have been extremely scary situations when a car has barreled closely by me as they continue through what is clearly a red light.

Nearly 50% of states utilize red light cameras to reduce the incidence of this dangerous behavior and to cite those who do. Of the 23 states with this system in place, 92% use photos of license plates only. This best practice is one I believe it is imperative for Hawaii to follow. Capturing just the license plate is less intrusive and more efficient, while being enforceable.

Thank you for considering my testimony.

Lori McCarney

LATE

Date: June 24, 2020

To: Lorraine Inouye, Chair
Vice Chair
Honorable Members of the Senate Committee on Transportation

Re: Support for HB1676 HD1 Relating to Highway Safety

Hrg: June 24, 2020 at 1:30pm in Conference Room 225

I am in **support of HB1676 HD1, with amendments** to establish a three-year photo red light imaging detector system pilot program, and authorize any impacted county to administer the program. The bill establishes a photo red light imaging detector systems pilot program account as a special account within the general fund, and requires proceeds of fines expended in the county from which they were collected for operation of the photo red light imaging detector system pilot program. The bill appropriates funds and sunsets 6/30/2023.

Requested amendment

Require photographs of the license plate only. A vehicle running a red light is like firing a bullet in traffic – eventually someone will be killed. To deter dangerous behavior, the registered owner will be strictly liable for the vehicle running the red light. Driver identity is irrelevant; driver photograph is not needed. Violation is not a moving violation, not listed in traffic abstract, nor has insurance consequences. Reasonable due process defenses are allowed. 20 of 23 states that use red light cameras require photographs of the vehicle license plate only.

Red light running happens frequently and is often deadly. Over half of people killed by red light running are pedestrians, bicyclists and people in other vehicles. A red light camera pilot program would improve enforcement capabilities to discourage drivers from running red lights. Automated enforcement is a long-standing priority of the Hawai'i Strategic Highway Safety Plan.

Following a record 22 traffic fatalities on Maui roads in 2019, the county is taking action to prevent further loss of life. Following a County Council resolution and Mayor's proclamation in support of road safety, Maui MPO is working to develop a Vision Zero Action Plan to eliminate traffic fatalities and serious injuries through education, engineering and enforcement. This measure is consistent with Maui's Vision Zero efforts.

Please support HB1676 HD1 to improve safety on Hawai'i's roads.

Best,

Lauren Armstrong

LATE

HB-1676-HD-1

Submitted on: 6/24/2020 11:29:50 AM
Testimony for TRS on 6/24/2020 1:30:00 PM

Submitted By	Organization	Testifier Position	Present at Hearing
Brendon Hanna	Individual	Support	No

Comments:

I hereby voice my strong support for the Red Light Camera bill currently under consideration, for use in imaging license plates only, which appears to be best practice among the majority of states that have adopted this policy. I drive, bike and walk frequently, and I often see drivers completely ignoring the requirement to stop at red lights before turning right, and/or ignoring posted "no turn on red" signs. As a pedestrian I have narrowly missed being hit on multiple occasions. Obviously the police can't be everywhere to witness these violations, and it's high time that we put readily available technology to work in order to make our streets safer for all users.