

LATE

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

February 7, 2020
1:15 P.M.
State Capitol, Room 225

S.B. 2994
RELATING TO HIGHWAY SAFETY

Senate Committee on Public Safety, Intergovernmental, and Military Affairs

The Department of Transportation (DOT) **supports** S.B. 2994 which establishes the Photo red Light Imaging Detector Systems Program. S.B. 2994 includes a number of policy recommendations put forward by the Red Light Running Committee that was established by Act 131, Sessions Laws of Hawaii, 2019.

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

During calendar years 2014 to 2018, a total of 1,312 intersection crashes occurred statewide as a result from red light and other traffic signal violations. These reportable crashes resulted in deaths, numerous injuries and property damage.

During calendar years 2015 to 2018, a total of 13 deaths statewide occurred from a driver of a motor vehicle disregarding a red light traffic-control signal.

During calendar years 2015 to November 5, 2019, police statewide issued 20,885 red light violations to motorists who disregarded the red light traffic signal. However, because police have other priority calls for services, it is not possible for them to enforce the laws at every intersection.

New York's 2018 report, "New York City Red Light Camera Program" (Program) indicates that "right-angle" are "particularly dangerous because the sides of vehicles have relatively little space to absorb the force of impact and shield occupants, unlike fronts and rears of vehicles, which have substantial crumple zones. In addition, a vehicle which is involved in this type of crash may spin out of control or roll over, leading to secondary impacts."

This report cites that from 1991 to 1993, three years prior to the implementation of the Program, there were approximately 7,221 reportable right angle crashes at signalized intersections annually in New York City. However, from 2014 to 2016 (most recent three-year period data is available) there was 71 percent fewer right angle crashes, approximately 2,084 annually. Additionally, “there was an 84 percent decline in severe injuries from right angle crashes at signalized intersections during these periods (from approximately 633 to 103 annually).”

Further, this report indicates the New York City experience did not indicate red light cameras led to an increase in rear-end crashes. From 1991 to 1993, three years prior to the implementation of the Program, there were approximately 7,348 reportable rear-end crashes annually. However, from 2014 to 2016 (most recent three-year period data is available) there was 41 percent fewer reportable rear-end crashes, approximately 4,344 annually.

The red light detection cameras have shown to be very effective in cities across the nation. At intersections where a high volume of crashes had previously occurred, a significant reduction of crashes resulted at those intersections when red light cameras were installed. This leads to the protection from death, injuries and property damage.

Thank you for the opportunity to provide testimony.

DAVID Y. IGE
GOVERNOR



CRAIG K. HIRAI
DIRECTOR

ROBERT YU
DEPUTY DIRECTOR

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

P.O. BOX 150
HONOLULU, HAWAII 96810-0150

EMPLOYEES' RETIREMENT SYSTEM
HAWAII EMPLOYER-UNION HEALTH BENEFITS TRUST FUND
OFFICE OF THE PUBLIC DEFENDER

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

WRITTEN ONLY

TESTIMONY BY CRAIG K. HIRAI
DIRECTOR, DEPARTMENT OF BUDGET AND FINANCE
TO THE SENATE COMMITTEES ON TRANSPORTATION AND PUBLIC SAFETY,
INTERGOVERNMENTAL, AND MILITARY AFFAIRS
ON
SENATE BILL NO. 2994

February 7, 2020

1:15 p.m.

Room 225

RELATING TO HIGHWAY SAFETY

The Department of Budget and Finance offers comments on the creation of the Photo Red Light Imaging Detector Systems Program Special Fund (PRLIDSPSF).

Senate Bill (S.B.) No. 2994 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 the PRLIDSPSF, 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.

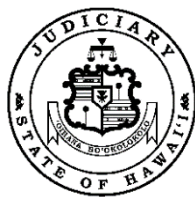
As a matter of general policy, the department does not support the creation of any special fund which does not meet the requirements of Section 37-52.3, HRS. Special funds should: 1) serve a need as demonstrated by the purpose, scope of work and an explanation why the program cannot be implemented successfully 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. 2994, 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.



The Judiciary, State of Hawai'i

Testimony to the Thirtieth State Legislature, 2020 Session

Senate Committee on Transportation

Senator Lorraine R. Inouye, Chair
Senator Breene Harimoto, Vice Chair

Senate Committee on Public Safety, Intergovernmental, and Military Affairs

Senator Clarence K. Nishihara, Chair
Senator Glenn Wakai, Vice Chair

Friday, February 7, 2020, 1:15 p.m.
State Capitol, Conference Room 225

WRITTEN TESTIMONY ONLY

By
Calvin C. Ching
Deputy Chief Court Administrator
First Circuit

Bill No. and Title: Senate Bill No. 2994, Relating to Highway Safety.

Purpose: Establishes the Photo Red Light Imaging Detector Systems Program (Program). Authorizes counties to administer the Program. Requires proceeds of fines to be expended in the county from which they were collected for operation of Program.

Judiciary's Position:

The Judiciary appreciates the intent of the proposed bill, but respectfully notes that the current form of the bill contains ambiguities. If unaddressed, these ambiguities could lead to inconsistent results, increased costs, and inconvenience to the public. The Judiciary also notes that additional funds will need to be appropriated for implementation and ongoing operations.

From an operational standpoint, the Judiciary does not oppose the bill as long as sufficient resources are appropriated and sufficient time is provided for implementation.



The bill contemplates that a notice of traffic infraction for failing to stop at a red light in violation of Haw. Rev. Stat. § 291C-32 will be sent to the registered owner of the motor vehicle; that a photographic, digital, or other visual image of the operator of the motor vehicle, along with other information, will be provided to the registered owner of the motor vehicle as prima facie evidence of the alleged infraction; that the registered owner may contest the citation and present rebuttal evidence; and that failure to answer the notice of traffic infraction will result in a default judgment.

However, section 6 of the bill implies that the citation might be issued to the motor vehicle, rather than the registered owner of the motor vehicle, introducing ambiguity into the process. Such ambiguity could lead to inconsistent interpretation as to the person/organization/entity to be listed on the citation and impact the processing of the notice of traffic infraction.

To address the ambiguity, the Judiciary respectfully requests that the following modification of section 6 be considered:

§ -6 Registered owner's responsibility for a summons or citation. In any proceeding for a violation of this chapter, the information contained in the summons or citation mailed in accordance with section -5 shall be deemed prima facie evidence that the registered owner of the motor vehicle violated section 291C 32(a)(3).

The Judiciary is also concerned that there can be discrepancies between the information provided to the court and the information reflected in the records of other agencies with authority over the registration of motor vehicles. Although we live in the digital age, records are not always readily available in electronic format. The transfer of motor vehicle registration is not instantaneous; if sellers and buyers of motor vehicles do not immediately submit the documents to the agencies responsible for motor vehicle registration, the records may not be accurate. Addressing and resolving such discrepancies will require additional staffing and resources; if additional staffing and resources are not provided, existing staffing and resources will need to be diverted from other court services and programs to the detriment of the public.

Section 11 of the bill also contemplates that citations for red light infractions initiated through photo red light camera systems will not be recorded on traffic abstracts. However, the law currently requires that all moving violations arising from the operation of a motor vehicle must be included in a person's traffic abstract. Specifically, Haw. Rev. Stat. § 287-3 provides:

§287-3 Furnishing of operating records. (a) The traffic violations bureaus of the district courts, upon request, shall furnish any person a certified abstract of the bureaus' record, if any, of any person relating to all alleged moving violations and any convictions resulting therefrom, arising from the operation of a



motor vehicle and any administrative license revocation pursuant to chapter 291E, part III and chapter 286, part XIV, as it was in effect on or before December 31, 2001. The traffic violations bureaus may collect a fee, not to exceed \$20, of which \$18 shall be deposited into the general fund and \$2 shall be deposited into the judiciary computer system special fund.

Under the plain language of Haw. Rev. Stat. § 291C-32, disregarding a traffic control signal would appear to be a moving violation arising from the operation of a motor vehicle, regardless of whether the alleged violation was personally observed by a police officer or captured on a recording by a photo red light imaging detector system. *See State v. Cooley*, 123 Hawai'i 293, 296 (2010) (to determine whether a traffic offense is a moving violation, courts must consider the plain language of the underlying statute).

Finally, section 13 of the bill contemplates that all fines collected for citations issued by and/or through a photo red light imaging detector system must be paid into a separate fund. The Judiciary notes that the proposed creation of this special fund would necessitate the creation of two entirely separate systems for processing citations issued under Haw. Rev. Stat. § 291C-32(a)(3): one system for citations issued by a police officer and a second system for citations issued by and/or through a photo red light imaging detector system. This means that additional funds would need to be appropriated in order to create and produce new citation forms for citations issued by and/or through a photo red light imaging detector system; for integration of the new citations with JIMS (the Judiciary Management Information System); and for additional support staff.

Thank you for the opportunity to testify on this measure.

LATE

STATE OF HAWAII
OFFICE OF THE PUBLIC DEFENDER

**Testimony of the Office of the Public Defender, State of
Hawaii to the Senate Committee on Transportation and Senate Committee
of Public Safety, Intergovernmental, and Military Affairs**

February 6, 2020

Hearing: February 7, 2020, 1:15 p.m.

Chairs Inouye and Nishihara, Vice Chairs Harimoto and Wakai, and Members of the Committees:

The Office of the Public Defender opposes S.B. No. 2994.

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. (*See* page 6, line14). 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 Hawaii 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 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).

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.

Finally, if this measure is indeed 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.

Thank you for the opportunity to comment on S.B. No. 2994.



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

LATE

February 7, 2020

TESTIMONY TO THE SENATE COMMITTEES ON TRANSPORTATION AND PUBLIC SAFETY, INTERGOVERNMENTAL, AND MILITARY AFFAIRS

Senate Bill 2994 – Relating to Highway Safety

The Disability and Communication Access Board (DCAB) **SUPPORTS** Senate Bill 2994. This bill would authorize the photo red light imaging detector systems program and authorize the counties to administer the program. The program will improve safety for drivers and especially for pedestrians.

DCAB has adopted guiding principles on the mobility and safety of pedestrians with disabilities that include:

- 1) Utilize technology to assist with enforcement.
- 2) Implement best practices from other jurisdictions around the world.
- 3) Follow the principles contained in Complete Streets and Vision Zero.

SB 2994 embodies these principles and DCAB urges your support.

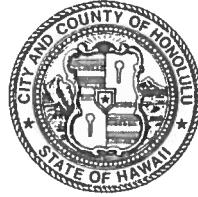
Thank you for the opportunity to provide testimony.

Respectfully submitted,

KIRBY L. SHAW
Executive Director

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

February 7, 2020

The Honorable Lorraine R. Inouye, Chair
and Members
Committee on Transportation
The Honorable Clarence K. Nishihara, Chair
and Members
Committee on Public Safety,
Intergovernmental, and Military Affairs
State Senate
Hawaii State Capitol
415 South Beretania Street, Room 225
Honolulu, Hawaii 96813

Dear Chairs Inouye and Nishihara and Members:

SUBJECT: Senate Bill No. 2994, 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 supports Senate Bill No. 2994, Relating to Highway Safety.

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. The project will assist with making our roadways safer and reducing the number of intersection-related crashes throughout the state.

The HPD urges you to support Senate Bill No. 2994, Relating to Highway Safety.

Thank you for the opportunity to testify.

APPROVED:

A handwritten signature in cursive script that reads "Susan Ballard".

Susan Ballard
Chief of Police

Sincerely,

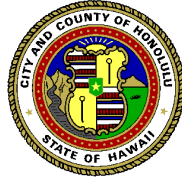
A handwritten signature in cursive script that reads "Calvin Tong".

Calvin Tong, Major
Traffic Division

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) &
COMMITTEE ON PUBLIC SAFETY, INTERGOVERNMENTAL, AND MILITARY
AFFAIRS (PSM)

FEBRUARY 7, 2020
1:15 PM

**IN SUPPORT OF
SB 2994 – RELATING TO HIGHWAY SAFETY**

Chair Inouye, Chair Nishihara, and Members of the Committee:

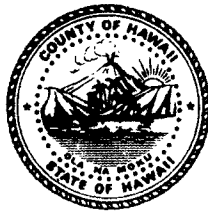
The Department of Transportation Services supports this measure. Increasing safety on Oahu's roads is a high priority for the City and County of Honolulu. This measure reflects the recommendations from the Red Light Running Committee established by Act 131, Session Laws of Hawaii 2019.

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 these systems.

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

Harry Kim
Mayor



Roy Takemoto
Managing Director

Barbara J. Kossow
Deputy Managing Director

County of Hawai'i Office of the Mayor

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

February 5, 2020

Senator Lorraine R. Inouye, Chair
Senator Breene Harimoto, Vice Chair
Committee on Transportation

Senator Clarence K. Nishara, Chair
Senator Glenn Wakai, Vice Chair
Committee on Public Safety, Intergovernmental, and Military Affairs
Hawai'i State Legislature

Dear Chairs Inouye and Nishihara, Vice-Chair Harimoto and Wakai, and Committee members:

RE: SB 2994 Relating to Highway Safety

Thank you for hearing SB 2994. I testify in support of this measure.

As our populations grow, so does traffic, leading to more traffic congestion and greater driver frustration. Frustration, in turn, can lead to more carelessness or more risk taking, such as pushing the envelope on running red lights to save a few seconds on one's journey.

There are jurisdictions on the mainland and around the world where traffic laws are ignored and driving is chaotic. Though some might think that Hawai'i has already achieved that state, in truth we have managed to retain some respect for law, even traffic laws, and we need to do what we can to assure that our standards do not deteriorate, and perhaps even move up a notch or two.

The preamble to SB 2994 is an excellent summary of our history with red-light enforcement, and why we should authorize the counties to try pilot programs. It may be necessary to prove to the public that such programs can be administered fairly and are in the best interest of the traveler—whether driver, bicyclist, or pedestrian. SB 2994 will provide that opportunity for those counties that wish to participate.

I ask for your favorable action on SB 2994.

Respectfully Submitted,

Harry Kim
MAYOR

County of Hawai'i is an Equal Opportunity Provider and Employer.

LATE

SB-2994

Submitted on: 2/7/2020 8:58:22 AM

Testimony for TRS on 2/7/2020 1:15:00 PM

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

Comments:

This proposal is very much needed for Maui County. Improved accountability will improve driver behavior.



HIPHI Board

Michael
Robinson, MBA, MA
Chair
Hawaii Pacific Health

JoAnn Tsark, MPH
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Kamehameha Schools

Keawe'aimoku
Kaholokula, PhD
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of Law

Bryan Mih, MD, MPH
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Medicine, Department of
Pediatrics

Rachel Novotny,
PhD, RDN, LD
University of Hawaii at Manoa,
College of Tropical Agriculture
and Human Resources

Garret Sugai
Kaiser Permanente

Catherine Taschner, JD
McCorriston Miller Mukai
MacKinnon LLP

Date: February 5, 2020

To: Senator Lorraine R. Inouye, Chair
Senator Breene Harimoto, Vice Chair
Members of the Committee on Transportation

Senator Clarence K. Nishihara, Chair
Senator Glenn Wakai, Vice Chair
Members of the Public Safety, Intergovernmental, and Military
Affairs

Re: Support for SB 2994, Relating to Highway Safety

Hrg: February 7, 2020 at 1:15 PM at Conference Room 225

The Obesity Prevention Task Force of the Hawai'i Public Health Instituteⁱ is in **Support of SB 2994**, which would establish a red light camera program and authorize the counties to implement the program. It would also create a special fund, with the proceeds from the fines to be used for the operation of the 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%ⁱⁱ and reduce the most serious crashes that are most likely to result in serious injury or deathⁱⁱⁱ.

Increasing road safety for all users is critical to achieving Vision Zero and encouraging active transportation such as walking and biking. We support efforts to promote and improve safety and mobility for all residents, and ask to pass SB 2994 out of committee.

Thank you for the opportunity to provide testimony.

Mahalo,



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/>

February 5, 2020

To: Chair Inouye, Vice Chair Harimoto, Members of the Senate Committee on Transportation
Chair Nishihara, Vice Chair Wakai, and Members of the Senate Committee on Public Safety,
Intergovernmental, and Military Affairs

RE: **Support** for SB2994, Relating to Highway Safety

Thank you for this opportunity to testify in **SUPPORT** of SB2994 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, SB2994 creates a special fund that can continue to support such traffic programs and 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 SB2994. Thank you for this opportunity to testify,



Colby Takeda, MBA, MPH
Senior Manager

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 McCartt, 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*.

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February 7, 2020

TO: Senator Lorraine R. Inouye, Chair Transportation
Senator Breene Harimoto, Vice Chair Transportation
Members of the Senate Committee on Transportation

Senator Clarence K. Nishihara, Chair Public Safety, Intergovernmental, and Military Affairs
Senator Glenn Wakai, Vice Chair Public Safety, Intergovernmental, and Military Affairs
Members of the Senate Committee on Public Safety, Intergovernmental, and Military Affairs

FR: Liane Sumida, General Manager

RE: **SB2994 RELATING TO HIGHWAY SAFETY. – SUPPORT**

Establishes the Photo Red Light Imaging Detector Systems Program (Program).
Authorizes counties to administer the Program. Requires proceeds of fines to be expended in the county from which they were collected for operation of the Program.

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.

As part of our traffic safety advocacy efforts, we were privileged to serve throughout 2019 as one of the Community Members on the advisory committee established by the Hawaii Department of Transportation (HDOT) pursuant to legislative directions given in SB663 (2019) to “develop policy recommendations for red light running pilot programs in the City and county of Honolulu, and the Counties of Maui, Kauai and Hawaii.”

We are grateful for this opportunity and truly appreciate the committee’s hard work and due diligence to develop policy recommendations for a pilot program to implement an automated red-light camera enforcement system in the State of Hawaii. The committee spent many hours discussing the technical, legal, and public acceptance aspects of this program and developed a comprehensive set of recommendations for legislative consideration. This report was submitted to the legislatures in December 2019.

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

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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.

We believe the policy recommendations in the report satisfactorily address our concerns and requirements, and that SB2994 adequately and appropriately include the report's policy recommendations.

Therefore, we would like to express our support for SB2994, and respectfully urge your YES vote on this bill.

It is also our understanding that there are other bills proposed on this issue that offer different approaches than the committee's recommendations. We believe that the goal of improving traffic safety in the State of Hawaii through a successful implementation of a pilot program for automated red-light camera enforcement will be best served by the adoption of SB 2994.

Sincerely,

Liane Sumida

Liane Sumida
General Manager

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

Auto Club Enterprises provides service to more than 14 million members





February 6, 2020

Testimony in Strong Support of SB2994 Relating to Highway Safety

Aloha Chair Inouye, Vice Chair Harimoto, Senate Committee on Transportation, and Chair Nishihara, Vice Chair Wakai, Senate Committee on Public Safety, Intergovernmental, and Military Affairs, and esteemed members of both committees:

Hawaii Bicycling League **strongly supports** Senate Bill 2994, a program for photo red light imaging detector systems. Last session the legislature determined that red light running is dangerous, and that red light cameras reduce red light running, crashes, injuries, and deaths.

Act 131 (2019) established a red light running committee to develop policy recommendations for a red light running pilot program. This red light committee included **all** county police, transportation/public works, and prosecutors; state transportation department, judiciary, and public defenders; and non-profit advocates from the Hawaii Bicycling League, MADD, AAA Hawaii, and a staff member of the Portland Bureau of Transportation. The report https://www.capitol.hawaii.gov/session2020/bills/DC250_.pdf represents best practices in red light running photo enforcement as considered by government agencies who would implement the red light camera program.

SB2994 includes most of the recommendations made by the red light committee. Hawaii Bicycling League requests that your committees add three other red light committee recommendations:

- 1. Camera Locations.** Allow the county police departments together with county and state officials to use data for red light running crashes, injuries, fatalities, incidents, citations, and traffic volume, along with their experience, to determine where red light cameras will be placed, with the goal of preventing crashes, injuries, and deaths.
- 2. Engineering Reviews.** Require that engineering reviews be conducted before red light cameras are installed at potential intersections to determine whether engineering improvements such as road improvements, signal visibility, traffic signal timing, and other countermeasures can feasibly be addressed prior to installing red light cameras.
- 3. License-Plate Only Photos.** The principal purpose of the red light camera system is to deter drivers from running red lights with their resulting crashes, injuries, and deaths. Of 23 states that use red light cameras, 20 have systems that require photographs of the car license plate only, holding the registered owner of the car responsible for the behavior of whoever operated the car and ran the red light. These

states have successfully assessed relatively small fines on red light runners, from \$50-\$100 per citation. See <https://www1.nyc.gov/html/dot/downloads/pdf/nyc-red-light-camera-program.pdf> Repeat offender rates are low.

Only 3 states require photographs of the driver, and those states tend to have fines such as California's (\$550) and points or insurance consequences because of the higher cost to operate a system which captures the drivers' photo. The photo enforcement system in Hawaii should be required by statute to capture the license plate only and hold the registered owner responsible to pay the fine. Photographs of the drivers should be used only if required by the Hawaii courts. There will be time to determine whether the courts will require driver photos before implementation of the red light program.

Thank you again for your support for red light safety cameras to make our streets safe for every person.

Ride and Drive Aloha,



Daniel Alexander
Co-Executive Director
Hawaii Bicycling League
808-275-6717, Daniel@hbl.org



Chad Taniguchi
Director Emeritus
Hawaii Bicycling League
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Mothers Against Drunk Driving HAWAII
745 Fort Street, Suite 303
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February 7, 2020

To: Senator Lorraine R. Inouye, Chair –Senate Committee on Transportation; Senator Breene Harimoto, Vice Chair; and members of the Committee

Senator Clarence K. Nishihara, Chair – Senate Committee on Public Safety, Intergovernmental, and Military Affairs; and members of the Committee

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

Re: Senate Bill 2994 – Relating to Highway Safety

I am Carol McNamee, testifying for MADD Hawaii, in strong support of Senate Bill 2994 *Relating to Highway Safety*.

Being vitally interested in highway safety, MADD Hawaii may endorse measures to protect our citizens by making enforcement of traffic laws more effective. The organization believes that Hawaii's counties should seriously consider joining the hundreds of other communities across the country that are reducing crashes through the implementation of photo red-light detector systems. However, MADD agrees that the appropriate approach for initiating the program is to first start a pilot project in any County or Counties that are willing to test the program. Honolulu County is the logical county to participate and other counties may elect to join as well.

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.

As a member of the committee authorized by the 2019 Legislature to further investigate Red Light Cameras for Hawaii and to report back to the 2020 Legislature, I can vouch for the excellent research, discussion, and drafting that resulted in the bill you have before you. And, as a person who has known a young foreign student who was severely injured by a red-light runner on Kalanianaʻole Highway a few years ago, I have a personal reason to want red light running cameras installed as soon as possible.

MADD urges the committee to pass SB 2994 to start the process of increasing the safety of Hawaii's roads..

Thank you for the opportunity to testify.

LATE

SB-2994

Submitted on: 2/7/2020 7:24:18 AM

Testimony for TRS on 2/7/2020 1:15:00 PM

Submitted By	Organization	Testifier Position	Present at Hearing
jeffrey alameida	Testifying for Community Program Manager, Blue Zones Project Wahiawa	Support	No

Comments:

Feb 6, 2020

Senate Committee on Transportation

Senator Lorraine R. Inouye, Chair

Senator Breene Harimoto, Vice Chair

Senate Committee on Public Safety, Intergovernmental, and Military Affairs

Senator Clarence K. Nishihara, Chair

Senator Glenn Wakai, Vice Cha

Re: Red light camera program, SB2994

Aloha,

On behalf of the leadership team of the Blue Zones Project, Wahiawa, I write in support of SB2994. The benefits of this bill are many, to include;

- 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% and reduce the most serious crashes that are most likely to result in serious injury or death.

Wahiawa residents and businesses have been working diligently to make our community an even better place to live, work, and play and we believe this bill is a valuable tool in encouraging active transportation.

In closing, we support the creation of a red light camera program through SB 2994.

Mahalo,

Jeffrey Alameida,

Community Program Manager

Blue Zones Project, Wahiawa

SB-2994

Submitted on: 2/4/2020 3:06:00 PM

Testimony for TRS on 2/7/2020 1:15:00 PM

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

Comments:

Oh no, not again! I strongly OPPOSE this legislation. This proposal was previously rejected and should be rejected again. There are too many technical problems, unintended consequences, and no way to convey mitigating circumstances.

SB-2994

Submitted on: 2/5/2020 6:52:02 PM

Testimony for TRS on 2/7/2020 1:15:00 PM

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

Comments:

SB-2994

Submitted on: 2/6/2020 6:53:38 AM

Testimony for TRS on 2/7/2020 1:15:00 PM

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

Comments:

As a motorist, cyclist, and pedestrian in Honolulu, **I strongly support SB2995** as a way to increase road safety and reduce number of accidents. One only needs to stand for a few minutes at a busy intersection in Hawaii to witness flagrant disregard for red lights endangering others, especially cyclists and pedestrians. The establishment of red light camera systems has been shown to reduce red light violations and thereby accidents in other states, and will work equally well in Hawaii.

Thank you for the opportunity to comment on this measure.

SB-2994

Submitted on: 2/5/2020 10:03:54 PM

Testimony for TRS on 2/7/2020 1:15:00 PM

Submitted By	Organization	Testifier Position	Present at Hearing
Amy Ford-Wagner	Individual	Support	No

Comments:

Aloha, Please support the use of Red Light cameras for safety on our streets! Our police force cannot possibly be at every light watching for red light runners; red light cameras are an effective way of increasing safety and discouraging unsafe driving. Thank you for all you do for Hawaii!

Sincerely,

Amy Ford-Wagner

SB-2994

Submitted on: 2/6/2020 12:11:40 AM

Testimony for TRS on 2/7/2020 1:15:00 PM

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

Comments:

Support Red Light Enforcement Cameras:

- 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 ([source](#)). 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% ([source](#))
- 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 ([source](#))
- 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

SB-2994

Submitted on: 2/6/2020 9:27:56 AM

Testimony for TRS on 2/7/2020 1:15:00 PM

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

Comments:

We need to step up safety measures on our streets. The ongoing abuse of running red lights puts all of us in harms way. Just look at the traffic deaths on Oahu, just keeps rising every year. Drivers who choose to run red lights are not being deterred because they are not held accountable. We need any safety measures available to reduce deaths on our roads. THERE IS NO COMPROMISE, YOU RUN A RED LIGHT YOU ARE PENALIZE.

SB-2994

Submitted on: 2/6/2020 10:10:15 AM

Testimony for TRS on 2/7/2020 1:15:00 PM

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

Comments:

I support SB2994. Studies have shown that Red Light Enforcement Cameras reduce crashes and injuries at signalized intersections by 25-30%. HDOT analysis found 13 people were killed by red light running between 2011-2018. If Hawaii truly wants a Vision Zero Future Red Light Enforcement Cameras are one more tool in our tool chest that will help make it a reality.

SB-2994

Submitted on: 2/6/2020 11:48:22 AM

Testimony for TRS on 2/7/2020 1:15:00 PM

Submitted By	Organization	Testifier Position	Present at Hearing
David Fukuzawa	Individual	Oppose	No

Comments:

Dear Honorable Legislative Representatives,

I am in opposition of this bill as this has been tried here with speeding before, and has been utilized in other state jurisdictions whereby the only one benefitting is the contractor who installed and maintains these devices. As unfortunate as it is that people are getting hit in Honolulu and else where, I believe having more police officers is a better use of our resources. Many times people who will be photographed will be tourists in rental cars, and the state will no doubt have to eat the cost. Lastly, many of these companies will set the time limits to establish ticketing people stuck in left turn lanes during the high traffic hours instead of getting the true red light violators. I am sure the state can find a better way to resolve this issue.

Sincerely,

David Fukuzawa

SB-2994

Submitted on: 2/6/2020 12:03:04 PM

Testimony for TRS on 2/7/2020 1:15:00 PM

Submitted By	Organization	Testifier Position	Present at Hearing
Crystal Robello	Individual	Support	No

Comments:

My name is Crystal and I live, work and play in Kapolei and 'Ewa. I would like to submit this testimony to make streets a safer place.

SB-2994

Submitted on: 2/6/2020 10:21:31 AM

Testimony for TRS on 2/7/2020 1:15:00 PM

Submitted By	Organization	Testifier Position	Present at Hearing
Anne Massie	Individual	Support	No

Comments:

Please vote to support and pass SB2994.

As a motorist, bicyclist, and pedestrian, I witness red-light runners every day. I have seen too many "near misses" as pedestrians, bicyclists or cars from the other direction enter intersections when they have a green light and a red light runner comes whizzing through. Oahu's pedestrian crosswalks are not safe, and neither are bicycle crosswalks while red light runners drive rampantly through intersections.

As a former trauma nurse, I have seen the results of red light runner's destruction. I have cared for patients with multiple injuries ranging from minor scrapes, bruises, and fractures, to closed-head injuries, paralysis, and even death despite resuscitation efforts. Sadly, these injuries are not only financially costly, but are emotionally costly to the victims (if they live) and their families. And, another cost is the emotional toll on the healthcare providers, emergency personnel and police officers who see the SAME TYPES OF INJURIES over and over caused by red light runners.

I have lived in municipalities where similar red light camera programs have been used. It was amazing and heartwarming to see traffic STOP when it should at a red light or SLOW DOWN before entering an intersection when the light was yellow.

I understand it is not possible to put a red light camera at every major intersection. Yet, a sound program WITHOUT LOOPHOLES for the driver's to "get away" with it, will be ONE STEP closer to providing safety to all parties that use roads -- motorists, bicyclists, and pedestrians.

Please vote in support of this bill for SAFETY's SAKE.

Thank you very much.

SB-2994

Submitted on: 2/6/2020 9:43:02 AM

Testimony for TRS on 2/7/2020 1:15:00 PM

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

Comments:

SB-2994

Submitted on: 2/6/2020 9:10:08 AM

Testimony for TRS on 2/7/2020 1:15:00 PM

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

Comments:

Please support red-light cameras at our intersections to make traveling safer for all. Each weekday I witness red-light runners at Lunalilo and Pensacola. About once a month I witness a near collision. I fear one day I'll witness an actual collision.

SB-2994

Submitted on: 2/6/2020 4:44:54 AM

Testimony for TRS on 2/7/2020 1:15:00 PM

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

Comments:

COMMITTEE ON TRANSPORTATION

Senator Lorraine R. Inouye, Chair
Senator Breene Harimoto, Vice Chair

And

COMMITTEE ON PUBLIC SAFETY,
INTERGOVERNMENTAL AND
MILITARY AFFAIRS

Senator Clarence Nishimura, Chair
Senator Glenn Wakai, Vice Chair

Re: Senate Bill No. 2994 -- Relating to Highway Safety

Friday, February 7, 2020
Hawaii State Capitol, Conference Room 225
1:15 p.m.

HONORABLE CHAIRS, HONORABLE VICE CHAIRS, AND MEMBERS OF THE
COMMITTEES:

I am not against any highway safety measures but I believe the traffic cameras are overrated. Punishing all drivers due to the few red light violators is an overkill and not the answer to this State's financial shortfalls. This is just another stressor drivers will be forced to deal with. I believe tourists will not appreciate intersection cameras ruining their visit to Hawaii.

If the supporters of the intersection cameras set aside their one-sided opinions based on questionable claims on a Bill and do their own fair research, they'll find news reports prove pedestrian deaths are happening away from intersections that red light cameras are useless to prevent.

If you want to change death to life, add mid-block crosswalks, repaint crosswalks, add high visibility signs to warn drivers of an upcoming crosswalk and install pedestrian activated caution or stop lights crosswalks like the ones on Palolo Avenue adjacent to the Community Center Swimming Pool and on

King Street adjacent to Times Supermarket. If government can spend billions on the luxury of the rail, why can't you spend on the above suggestions?

The legislative Bills that support this form of the "eye in the sky" on a pole will open the Pandora's box negatively impacting our civil liberties and start cameras watching us, like it or not. Public be warned a few cameras will become many; all it takes is a foot in the door.

Camera Bills try to get support for the eye in the sky intersection cameras by baiting the hook with lower insurance costs. Be honest with yourself and us. When did you ever hear of any insurance company lowering their charges for any reason, allowing all their customers to use O.E.M. replacement parts, giving you the dividends you deserve or giving you what you deserve to replace the car they totaled because fixing it costs the insurance companies too much? Do they ever give you enough money to buy another car like you had? I believe you will find that the insurance companies' car ratings are based on Mainland cars, not the inflated cost of cars and car parts in Hawaii.

From the past to date, the public and police accept and support the stop light enforcement which does not punish the driver who enters the intersection on the yellow light in spite of the yellow light turning red with the vehicle still over the crosswalk at the entrance to the intersection. This well established, accepted, fair and safe for commercial drivers driving (CDL) vehicles especially buses, all of who are unable to stop short like cars.

I suggest to maximize public acceptance you should have the intersection stop light camera system mimic this long accepted function by eliminating any mid-intersection sensors and allowing safe passage for anyone entering the

intersection prior to the red light in spite of the vehicle's rear end over the first crosswalk sensor when the red light is activated. CDL drivers trying to panic stop will cause jackknifing, spilling the heavy loads they carry. The nature of busses will cause personal injuries or death to passengers tumbling forward on a panic stop. How lenient will the insurance companies be to a bus driver who injures passengers with panic stops and run red lights to avoid injuries? Once a long CDL vehicle/busses approaches close to an intersection they are committed to cross it.

Being a former licensed commercial driver for 26 years, I cared enough to do my own research and observed the length of time the caution lights are on at various intersections during all conditions of traffic, I found the timings are all inconsistent and activated for too short of a time. My research showed no less than ten (10) seconds activated is sufficient and fair.

I look forward to your support.

Respectfully submitted,

Milton Imada

SB-2994

Submitted on: 2/5/2020 6:55:45 PM

Testimony for TRS on 2/7/2020 1:15:00 PM

Submitted By	Organization	Testifier Position	Present at Hearing
ben noble	Individual	Support	No

Comments:

Red Light Safety Cameras are needed to save lives and create safer streets.

SB-2994

Submitted on: 2/4/2020 1:58:23 PM

Testimony for TRS on 2/7/2020 1:15:00 PM

Submitted By	Organization	Testifier Position	Present at Hearing
Susan Pcola_Davis	Individual	Support	No

Comments:

In strong support of SB2994

Based on the content of the measure I believe that this act will save lives.

Only problems I foresee is that

1. Will there be a bid for the vendor? OR I it be state run and operated?
2. How much will it cost?
3. Where will the money come from to pay for this system?
4. Who is responsible for handling/distributing the violations?
5. Who is accountable to collect the special funds and ensure they are properly used according to this bill?

I support this act because it is thorough and took into consideration the opposition of the past. It put into place some well thought out plans.

1. Photo red light imaging detector systems are safe, quick, cost-effective, and efficient. No traffic stop is involved, and a police officer is not at risk from passing traffic or armed violators.
2. With photo red light imaging detector systems, a camera is positioned at intersections where red light violations are a major cause of collisions and serves as a twenty-four-hour deterrent to running a red light.
3. When a vehicle enters the intersection against a red light, the camera takes a telephoto color picture of the rear of the car, capturing the license plate. A second wide-angle photograph takes in the entire intersection, including other traffic.

PAST OPPOSITION

1. The method by which the program was implemented.
2. The public perceived that the program was operated more to maximize revenue for the vendor running the program than to improve traffic safety.
3. In particular, vans in which the cameras were mounted were often placed at locations that did not necessarily have a history of speed-related accidents and instead were used to monitor locations with heavy traffic flow at lower speeds. This permitted the vendor to issue the maximum number of citations in the shortest period of time and at the least cost, thereby maximizing the potential return to the vendor without improving traffic safety.

RED LIGHT RUNNING COMMITTEE

1. Purpose was to "develop policy recommendations for red light running programs in the city and county of Honolulu, and the counties of Maui, Kauai, and Hawaii."
2. The red light running committee found that red light photo enforcement programs are a promising tool that, when implemented properly, can save lives and reduce injuries by changing drivers' behaviors and lead to safer driving habits.

The purpose of this Act is to:

- (1) Establish a photo red light imaging detector systems program to improve enforcement of the traffic signal laws;
- (2) Allow counties to implement the photo red light imaging detector systems program;
- (3) Authorize the deposit of fines collected under county programs into a special fund; and
- (4) Authorize the expenditure of funds from this special fund by the department of transportation in the county in which the fine was collected for the establishment, operation, management, and maintenance of the photo red light imaging detector systems program.
- (5) Photo red light imaging detector systems program special fund established.
 - (a) There is established a photo red light imaging detector systems special fund to be administered by the department, into which shall be paid revenues collected pursuant to this chapter.
 - (b) All fines collected under this chapter shall be deposited into the photo red light imaging detector systems program special fund. Moneys in the fund shall be expended by the department in the county in which the fine was imposed, for purposes that

include the establishment, operation, management, and maintenance of a photo red light imaging detector system.

LATE

SB-2994

Submitted on: 2/6/2020 4:40:16 PM

Testimony for TRS on 2/7/2020 1:15:00 PM

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

Comments:

Red Light Safety Cameras are needed to save lives and create safer streets. In the last 8 years, 13 people were killed on Hawaii's streets by red light runners. Red Light Safety Cameras reduce red light running by 25-30% and have been proven to save lives.

SB-2994

Submitted on: 2/7/2020 5:41:45 AM

Testimony for TRS on 2/7/2020 1:15:00 PM

LATE

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

Comments:

LATE

SB-2994

Submitted on: 2/7/2020 7:44:31 AM

Testimony for TRS on 2/7/2020 1:15:00 PM

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

Comments:

The police can't, won't, don't enforce red light violations, so the ever-growing perception is that there is no consequence for running a red light other than the chance that you might KILL someone who thought that going forward into the intersection on green was ok. That's why I always look (a good practice regardless) before proceeding on green, especially important when I'm on foot or on my bike.

It is very simple to bring back the old-fashioned idea that red means "STOP." It's a no brainer to use some kind of automated red light enforcement... the technology exists and is proven. LETS DO IT.

Jonathan Lott

Pedestrian, cyclist, commercial driver, traffic engineering professional

SB-2994

Submitted on: 2/7/2020 8:50:38 AM

Testimony for TRS on 2/7/2020 1:15:00 PM

LATE

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

Comments:

I strongly support SB2994. This is another step in making our streets safer for all and will reduce/eliminate crashes and save lives of innocent people. No more deaths!

LATE

SB-2994

Submitted on: 2/7/2020 11:28:22 AM

Testimony for TRS on 2/7/2020 1:15:00 PM

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

Comments:

I continue to support initiatives for red light enforcement. // As a resident, I have been discouraged to see red light running that has become a dangerous social norm. // As a paramedic, I have responded to numerous serious, critical and fatal injuries that were the direct result of red light running. // As a bicycle commuter, a runner, and a father of school-aged children, I know that my own life and those of my loved ones may be impacted or even cut short unless there is greater education, engineering, enactment, and ENFORCEMENT regarding traffic safety. Thank you for your consideration. // David Kingdon, MPH, Paramedic

LATE

SB-2994

Submitted on: 2/7/2020 2:38:26 PM

Testimony for TRS on 2/7/2020 1:15:00 PM

Submitted By	Organization	Testifier Position	Present at Hearing
asa nagahisa	Individual	Support	No

Comments:

Hello. To whom it may concern, I would like to submit testimony in support of this bill. Too many a time have I seen catastrophies occur or almost occur due to drivers ignoring the red light. I understand that mistakes happen, but when on the road, those errors can lead to loss of life. Strengthening the system in holding those that flaunt wanton disregard for the rules will prevent such disasters. It is therefore in my opinion, necessary.

SB-2994

Submitted on: 2/7/2020 10:30:34 AM

Testimony for TRS on 2/7/2020 1:15:00 PM



Submitted By	Organization	Testifier Position	Present at Hearing
Scott Snider	Individual	Support	No

Comments:

Aloha, as an avid cyclist and frequent pedestrian I can say that the running of red lights, particularly at large intersections has increased to a level that is unsettling. Because I am on a bike or on foot I spend more time observing the habits of drivers. Here is a short list of dangers and reasons why red light cameras are needed:

- 1 When a driver purposely runs a red light, often times they are speeding to catch up and this results in further injury or death to a pedestrian or cyclist.
- 2 In today's digital era drivers are running red lights due to inattention and looking at their phone.
- 3 Some driver just plain and simple disregard the red light and feel it is OK to run it.
- 4 Most pedestrian and bicycle accidents occur in an intersection
- 5 Drivers today seem to be under more pressure as traffic delays cause time pressures and could result in running a red light.
- 6 Kids mode of transportation is sometimes on foot and could be seriously injured or killed by someone running a red light
- 7 Our Kupuna rely on sidewalks and crosswalks and need to safely cross the street. They could be seriously injured or killed by a person running a red light.

I am sure there are other good reasons to install red light cameras, but the list above illustrates only some of them.

I support this legislation and encourage everyone to pass it to make our streets safer

Scott Snider

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

Telephone (808) 778-8832

email makikimoore@gmail.com

February 7, 2020



The Honorable Lorraine R. Inouye, Chair
and members of the Committee on Transportation
The Honorable Clarence K. Nishihara, Chair
and members of the Committee on Public Safety, Intergovernmental, and Military Affairs
State Capitol
Honolulu, HI

Dear Senators Inouye and Nishihara and members of the Committees:

Subject: SB 2994 (relating to highway safety – photo red light imaging)

I encourage your support of SB 2994, 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 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.