



**Testimony by:**  
FORD N. FUCHIGAMI  
DIRECTOR

Deputy Directors  
JADE T. BUTAY  
ROSS M. HIGASHI  
EDWIN H. SNIFFEN  
DARRELL T. YOUNG

IN REPLY REFER TO:

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

February 24, 2017  
9:30 a.m.  
State Capitol, Room 211

**S. B. 221, S.D. 1**  
**RELATING TO HIGHWAY SAFETY**

Senate Committee on Ways and Means

---

The Department of Transportation (DOT) **supports** with reservations this relating to highway safety. This bill will establish a program for a photo red light imaging detector system program.

Red light running has increased over the years and more complaints are being received by police. The photo red light imaging system has reduced the number of collisions in the nation for years. This bill will help to reduce the number of near misses and crashes at intersections due to red light running. However, developing a viable working system will not be an easy task for the counties and the department. There are several issues that continue to be a problem to the public which may hamper the program. They are:

- Money to start the program. The buying or leasing/renting of equipment and cost for installation.
- The program being perceived as for profit. This perception is always an issue, especially if the program is contracted out to a vendor.
- Identifying the proposed intersections where the equipment will be installed. If the counties are going to be given the power to start their own program, then they can select the specific locations where they will install the equipment.
- Having the police issue the citations instead of a vendor, will require additional resources that will include full time positions.
- The mail out of citations by certified registered mail will cause an additional expense to the county and/or police departments. Having the recipient sign for the mail out may cause "dead mail" as most of this type of mail will be undeliverable.
- There will be an additional cost for the design of the new citation that contains the current information needed as well as the pictures of the violator on the citation.

- If the program is to be administered by a nonprofit organization, it may be an insurmountable task to find adequate resources to complete the work as it may be time consuming for them.
- ***The length of the yellow signal will be a programming problem. Whatever time a vehicle (truck) enters the intersection will determine if they will clear it before the steady red signal is activated. e.g. If the truck enters the intersection a half second before the steady red is displayed, the signals are not able to be automatically reprogrammed to wait for the truck to clear before turning red.***
- The effective date of this bill will not give enough time for a system as is described in this bill for a program to be ready to commence its operation. Research, contracts, and tweaking of the law often takes over a year.

The DOT is recommending that a Red Light Running committee be established to include police, prosecutors, City Department of Transportation Services to review this bill and make necessary amendments for the 2018 Legislative Session and the have the bill be effective on January 1, 2019.

The DOT strongly supports the intent of such a program, but needs to be given the time to research and plan the operation and tweak the law if necessary. The most important issues of this program is funding and public opinion.

Thank you for the opportunity to provide testimony.



*The Judiciary, State of Hawai'i*

**Testimony to the  
Senate Committee on Ways and Means**  
Senator Jill N. Tokuda, Chair  
Senator Donovan M. Dela Cruz, Vice Chair

February 24, 2017, 9:30 a.m.  
State Capitol, Conference Room 211

by

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

**WRITTEN TESTIMONY ONLY**

---

**Bill No. and Title:** Senate Bill No. 221, S.D. 1, Relating to Highway Safety.

**Purpose:** Establishes the photo red light imaging detector systems 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. Makes an appropriation.

**Judiciary's Position:**

The Judiciary takes no position on the merits of Senate Bill No. 221, S.D. 1, but is concerned with the negative impacts on Judiciary operations.

The bill calls for the summons or citations to be issued to the registered owners of the offending vehicle. However, the governmental body responsible for the managing of the motor vehicle registrations is not always current with its vehicle registrations and there are always pending vehicle transfer transactions. These pending transfers may result in the summons or citations regarding the offending vehicles being mailed to the previous owners causing a discrepancy.

Such a large number of summons or citations resulting in discrepancies puts a tremendous burden on the District Court staff. Should the defendant contest the summons or citation by either submitting

Testimony for Senate Bill No. 221, S.D.1  
Senate Committee on Ways and Means  
February 24, 2017  
Page 2

written statements or by making requests for court hearings, District Court staff will need to prepare these written statements for review or schedule the cases for court hearings.

Thank you for the opportunity to provide comments on this measure.



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

February 24, 2017

**To:** Senator Jill N. Tokuda, Chair –Senate Committee on Ways and Means; Senator Donovan M. Dela Cruz, Vice Chair; and members of the committee

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

**Re:** Senate Bill 221, SD1 – Relating to Highway Safety

---

We are writing in support of Senate Bill 221,SD1 on behalf of the membership of MADD Hawaii. This bill establishes a photo red-light imaging detector system which would be administered by the counties.

Being vitally interested in highway safety, the members of MADD Hawaii endorse measures to to protect our citizens by making enforcement of traffic laws more effective. The organization believes that Hawaii’s counties should join the hundreds of other communities across the country that are reducing crashes through the implementation of photo red-light detector systems.

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

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

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

A 2011 study of large cities with long standing red-light camera programs found that the cameras reduced the fatal red light running crash rate by 24%.

The Photo Red Light Imaging Detection enforcement tool has received the backing of the National Highway Traffic Safety Administration, which claims the systems have been effective in reducing intersection-related crashes.

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

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

MADD encourages the Senate Ways and Means Committee, to pass SB 221, SD1 to increase the safety of Hawaii's roads..

Thank you for the opportunity to submit this written testimony to the committee.