
A BILL FOR AN ACT

RELATING TO HIGHWAY SAFETY.

BE IT ENACTED BY THE LEGISLATURE OF THE STATE OF HAWAII:

1 SECTION 1. The legislature finds that the prevalence of
2 drivers violating Hawaii's traffic laws has become intolerable,
3 particularly drivers who run red lights. These violations
4 endanger the lives of motorists and pedestrians and compound the
5 already hazardous conditions on Hawaii's roads and highways. It
6 has become increasingly common to hear reports of hit-and-run
7 drivers who have struck children or the elderly.

8 The legislature further finds that in other jurisdictions
9 in Canada, Europe, the United States, and other countries
10 throughout the world, photo red light imaging detector systems
11 have been proven reliable, efficient, and effective in
12 identifying and deterring those who run red lights.

13 Photo red light imaging detector systems are safe, quick,
14 cost-effective, and efficient. No traffic stop is involved, and
15 a police officer is not at risk from passing traffic or armed
16 violators. With photo red light imaging detector systems, a
17 camera is positioned at intersections where red light violations
18 are a major cause of collisions and serves as a twenty-four hour



1 deterrent to running a red light. Sensors are buried under a
2 crosswalk and lead to a self-contained camera system mounted on
3 a nearby structure. When a vehicle enters the intersection
4 against a red light, the camera takes a telephoto color picture
5 of the rear of the car, capturing the license plate. A second
6 wide-angle photograph takes in the entire intersection,
7 including other traffic.

8 These systems provide numerous benefits. Not only are
9 streets safer, but police officers are also freed from the time-
10 consuming duties of traffic enforcement and have more time to
11 respond to priority calls. A violator is less likely to go to
12 court because the color photograph of the violation, imprinted
13 with the time, date, and location of the violation, and the
14 number of seconds the light had been red before the violator
15 entered the intersection, can be used as evidence in court. Few
16 cases are contested in other jurisdictions using this system,
17 and officers make fewer court appearances, saving court costs.

18 The system may also result in lower insurance costs for
19 safe drivers through an overall reduction in crashes and
20 injuries and by placing system costs on the violators who have
21 created the need for the program, not on law-abiding taxpayers.



1 Traffic laws are impartially enforced, and safety and efficiency
2 are increased by reducing the number of chases and personnel
3 required for traffic accident clean-up, investigation, and court
4 testimony.

5 The legislature finds that the photo speed imaging detector
6 system created by Act 234, Session Laws of Hawaii 1998, as
7 amended by Act 263, Session Laws of Hawaii 1999, and Act 240,
8 Session Laws of Hawaii 2000, and implemented in December 2001,
9 generated intense public opposition. As a result of this
10 opposition, the legislature repealed Act 234, as amended, in its
11 entirety through the enactment of Act 58, Session Laws of Hawaii
12 2002. However, the majority of the opposition to this program
13 resulted from the method by which the program was implemented.
14 The public perceived that the program was operated to maximize
15 revenue for the vendor running the program rather than to
16 improve traffic safety.

17 The purpose of this Act is to establish a red light running
18 committee to develop policy recommendations for red light
19 running pilot programs in the city and county of Honolulu, and
20 the counties of Maui, Kauai, and Hawaii, and to make



1 recommendations on staffing requirements, capital improvements,
2 and evaluation and efficacy metrics.

3 SECTION 2. (a) The department of transportation shall
4 establish a red light running committee to develop policy
5 recommendations for red light running pilot programs in the city
6 and county of Honolulu, and the counties of Maui, Kauai, and
7 Hawaii.

8 (b) When developing any policies, the committee shall
9 consider that all pilot programs are to be conducted directly by
10 the state, or jointly with the county in which the program is
11 located, and the enforcement and maintenance of the programs
12 shall not be contracted out to a third party vendor. In
13 developing its recommendations, the committee shall also:

14 (1) Estimate the staffing needs for each pilot program,
15 provided that each pilot program shall be solely
16 funded by the state or the county in which the program
17 is located;

18 (2) Estimate any capital improvement needs for each pilot
19 program, provided that all moneys for any capital
20 improvement projects shall be appropriated out of
21 state or county funds;



- 1 (3) Determine the most appropriate location for each pilot
2 program; and
- 3 (4) Develop an evaluation plan, which shall include
4 appropriate metrics for determining how effective each
5 program is in promoting public safety and reducing
6 incidents of pedestrian fatalities.
- 7 (c) The department of transportation shall invite the
8 following to participate on the red light running committee:
- 9 (1) The deputy administrative director of the courts or
10 the deputy's designee;
- 11 (2) The state public defender or the state public
12 defender's designee;
- 13 (3) The chair of the state highway safety council or the
14 chair's designee;
- 15 (4) Representatives from each county police department;
- 16 (5) Representatives from each county prosecutors' office;
17 and
- 18 (6) Transportation officials from each county.
- 19 (d) The red light running committee shall submit a report,
20 including any findings, recommendations, and proposed



1 legislation, to the legislature no later than twenty days prior
2 to the convening of the 2020 regular session.

3 SECTION 3. This Act shall take effect upon its approval.



Report Title:

Highway Safety; Counties; Pilot Programs; Red Light Running
Committee; DOT

Description:

Establishes within the DOT a red light running committee to
develop policy for pilot programs in the C&C of Honolulu, and
Counties of Maui, Kauai, and Hawaii. (CD1)

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