



**TESTIMONY BY:**

JADE T. BUTAY  
DIRECTOR

Deputy Directors  
LYNN A.S. ARAKI-REGAN  
DEREK J. CHOW  
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**LATE**

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

February 14, 2019  
10:30 A.M.  
State Capitol, Room 16

**S.B. 663**  
**RELATING TO HIGHWAY SAFETY.**

Senate Committees on Transportation and Judiciary

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The Department of Transportation (DOT) **supports** S.B. 663.

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

During calendar years 2011 - 2016, there have been 1,616 intersection crashes resulting from red light and other traffic signal violations. These crashes resulted in deaths, numerous injuries and property damage.

During calendar years 2014 - 2018, police have issued 17,021 red light violations to motorists who disregarded the traffic signal. Because police have other priorities for calls for services, it is not possible for them to enforce the laws at every intersection.

The red light detection cameras has shown to be very effective in cities across the nation. Intersections where high volume of crashes have occurred previously; the installation of the red light cameras at those intersections have shown a significant reduction of crashes. This leads to the protection from all types of injuries and property damage.

Thank you for the opportunity to provide testimony.



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

**LATE**

### Testimony of the Office of the Public Defender, State of Hawai'i to the Senate Committee on Transportation and the Senate Committee on Judiciary

February 13, 2019

S.B. 663: RELATING TO HIGHWAY SAFETY

Chair Inouye, Chair Rhoads, Vice Chair Harimoto, Vice Chair San Buenaventura and Members of the Committees:

The Office of the Public Defender opposes S.B. 663.

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

According to this measure, a photographic, digital or other visual image of the driver of the vehicle would be taken. The summons would be sent to the registered owner of the motor vehicle, and would constitute prima facie evidence that the registered owner was the person who committed the violation. The registered owner, if he/she was not driving the motor vehicle during the photo red light violation, would be inconvenienced by having to prepare a written statement, testify in court, call witnesses or obtain extrinsic proof of his innocence, at his own expense. The registered owner would also be forced to choose between accepting responsibility for a violation he/she did not commit and assisting the government in the prosecution of a spouse, friend or family member. We believe that prior to the issuance of any summons or citation for a photo red light violation, not only would it be necessary to have a photograph of the driver, but that the driver be identified and properly cited, rather than placing the burden of proof on the registered owner.

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

and embedded sensors. Before we embark on such a program, we must be certain of the total cost of installing the cameras and detection equipment, and that there is public support for the expenditure.

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

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

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

It seems as if every few years, photo red light enforcement legislation is introduced, without success. The number one reason for the implementation of this kind of system is to make money for its vendor. We oppose the passage of S.B. 663. Thank you for the opportunity to be heard on this matter.

DAVID Y. IGE  
GOVERNOR



RODERICK K. BECKER  
DIRECTOR

ROBERT YU  
DEPUTY DIRECTOR

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

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

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

**WRITTEN ONLY**  
TESTIMONY BY RODERICK K. BECKER  
DIRECTOR, DEPARTMENT OF BUDGET AND FINANCE  
TO THE SENATE COMMITTEES ON TRANSPORTATION AND JUDICIARY  
ON  
SENATE BILL NO. 663

**February 14, 2019  
10:30 a.m.  
Room 016**

**RELATING TO HIGHWAY SAFETY**

Senate Bill (S.B.) No. 663 establishes the Photo Red Light Imaging Detector Systems Program, administered by the counties, to help improve the enforcement of traffic signal laws. This bill establishes a Photo Red Light Imaging Detector Systems Program Special Fund, administered by the Department of Transportation, into which shall be paid revenues collected pursuant to this chapter. All proceeds of fines shall be expended in the county from which they were collected for the establishment, operation, management and maintenance of a photo red light imaging detector system. This bill appropriates and allocates an unspecified amount of general funds for the four counties (City and County of Honolulu, County of Maui, County of Hawaii, and County of Kauai) in FY 20 and FY 21 for establishing the Photo Red Light Imaging Detector Systems Program.

The Department of Budget and Finance supports the intent of this bill. However, it is not clear whether the establishment of the Photo Red Light Imaging Detector Systems Program Special Fund meets the requirements of Sections 37-52.3 and

37-52.4, HRS, respectively, which states special and revolving funds should: 1) serve a need as demonstrated by the purpose, scope of work and an explanation why the program cannot be implemented successfully under the general fund appropriation process; 2) reflect a clear nexus between the benefits sought and charges made upon the users or beneficiaries or a clear link between the program and the sources of revenue; 3) provide an appropriate means of financing for the program or activity; and 4) demonstrate the capacity to be financially self-sustaining. In regards to S.B. No. 663, 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.

POLICE DEPARTMENT  
CITY AND COUNTY OF HONOLULU

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KIRK CALDWELL  
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SUSAN BALLARD  
CHIEF

JOHN D. McCARTHY  
JONATHAN GREMS  
DEPUTY CHIEFS

OUR REFERENCE AP-GR

February 14, 2019

**LATE**

The Honorable Lorraine R. Inouye, Chair  
and Members  
Committee on Transportation  
The Honorable Karl Rhoads, Chair  
and Members  
Committee on Judiciary  
State Senate  
415 South Beretania Street, Room 016  
Honolulu, Hawaii 96813

Dear Chairs Inouye and Rhoads and Members:

SUBJECT: Senate Bill No. 663, Relating to Highway Safety

I am Andre Peters, Acting Captain of the Traffic Division of the Honolulu Police Department (HPD), City and County of Honolulu. The HPD supports the passage of Senate Bill No. 663, Relating to Highway Safety.

This bill would allow for much safer streets with a visible 24-hour deterrent at our busiest intersections. It would free up law enforcement officers to respond to priority calls for service and remove the safety risks involved in conducting traditional traffic stops during the officers' tours of duty.

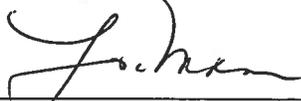
As we have learned in the past, a system where there is no collaborative effort from all agencies involved can lead to distrust in the whole system. This bill would allow the counties to have a say in how the photo red light imaging detector systems will be implemented. We also support the idea that proceeds from the fines will be expended for the operation of the system in the county in which it was collected.

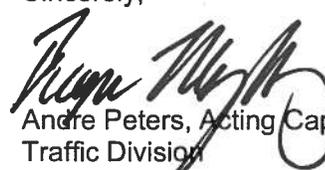
The HPD urges you to support Senate Bill No. 663, Relating to Highway Safety.

Thank you for the opportunity to testify.

APPROVED:

Sincerely,

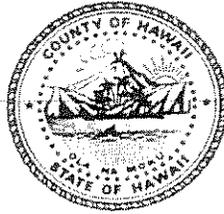
*for:*   
Susan Ballard  
Chief of Police

*for*   
Andre Peters, Acting Captain  
Traffic Division

*Serving and Protecting With Aloha*

MITCHELL D. ROTH  
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## OFFICE OF THE PROSECUTING ATTORNEY

TESTIMONY IN SUPPORT OF SENATE BILL NO. 663

A BILL FOR AN ACT RELATING TO HIGHWAY SAFETY

COMMITTEE ON TRANSPORTATION

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

COMMITTEE ON JUDICIARY

Senator Karl Rhoads, Chair  
Senator Glenn Wakai, Vice Chair

Thursday, February 14, 2019, 10:30 a.m.  
State Capitol, Conference Room 016

Honorable Chairs Inouye and Rhoads, Honorable Vice Chairs Harimoto and Wakai, Members of the Committee on Transportation and Judiciary. The Office of the Prosecuting Attorney, County of Hawai'i submits the following testimony in SUPPORT of Senate Bill No. 663.

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

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

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

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



Mothers Against Drunk Driving HAWAII  
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hi.state@madd.org

**LATE**

February 14, 2019

**To:** Senator Loraine R Inouye, Chair –Senate Committee on Transportation;  
Senator Breene Harimoto, Vice Chair; and members of the committee  
  
Senator Karl Rhoads, Chair – Senate Committee on Judiciary; Senator Glenn  
Wakai, Vice Chair; and members of the committee

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

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

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

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

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

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

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

An *Insurance Institute for Highway Safety* study comparing large cities with red light cameras to those without, found the devices reduced the fatal crash rate by 21 per cent.

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

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

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

MADD encourages the Senate Transportation and Judiciary Committees, to pass SB 663 to increase the safety of Hawaii’s roads..

Thank you for the opportunity to testify.



Subject: Support SB663

Dear Chairs Inouye and Rhoads, Vice Chairs Harimoto and Wakai, and members of both the Senate Committee on Transportation and the Senate Committee on Judiciary,

My name is Kari Benes and I am the Chair of the Hawaii Strategic Highway Safety Plan (SHSP). The Strategic Highway Safety Plan Core Committee has identified implementation of automated photo enforcement as a long-standing priority of the Strategic Highway Safety Plan.

Red-light running endangers all other road users and especially more vulnerable road users such as pedestrians and bicyclists. Nationwide, in 2016 811 individuals were killed in crashes involving a driver who ran a red light. Over half of those killed were pedestrians, bicyclists and people in other vehicles. Implementation of red-light running cameras have been studied for more than 2 decades and they have proven to be effective at reducing both crashes and reducing the number of overall violations.<sup>1</sup>

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

The Hawaii Strategic Highway Safety Plan's vision is that all of Hawaii's road users arrive safely at their destinations. You can help us achieve our goal of reducing yearly fatalities, by supporting this measure.

To view the Strategic Highway Safety Plan, go to [www.hawaiiishsp.com](http://www.hawaiiishsp.com)

#### Strategic Highway Safety Plan Mission

*Save lives and reduce injuries on Hawaii's roadways through strategic partnerships and implementation of the Strategic Highway Safety Plan.*

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

February 13, 2019

Senator Lorraine R. Inouye  
Chair, Senate Transportation Committee

Senator Karl Rhoads  
Chair, Senate Judiciary Committee

RE: SB663 Relating to Highway Safety  
Highway Safety; Photo Red Light Imaging; Counties; Appropriation  
SUPPORT IF AMENDED

AAA Hawaii was founded in 1915 in Honolulu and is a leader in motorist services and a strong advocate for traffic safety. With more than 157,000 members, service to and the safety of our members, other motorists, and all road users is our founding and continuing purpose.

Our position, in general, about the use of advanced technology and automated enforcement devices is based on our belief that the introduction of new technologies and practices to improve traffic safety are usually more effective, successful, and receive public acceptance if the effort is focused on measurable improvements to real and identifiable traffic safety problems, and include adequate safeguards to prevent potential abuse. Use of the devices for other purposes, such as generating revenue, will result in public opposition to their use and will erode their effectiveness.

Many studies document the safety benefits of red light camera systems. Results vary, but most studies show reductions in traffic crashes. However, some studies also indicate a change in accident patterns where the number of more dangerous broadside crashes have been reduced, but there have been increases in the often less dangerous rear-end type collisions caused by drivers coming to sudden stops at the end of a yellow phase when they might have normally proceeded through the intersection absent an automated enforcement device.

In 2003, a National Cooperative Highway Research Program synthesis of numerous studies conducted by the Transportation Research Board concluded that "[red light camera] automated enforcement can be an effective safety countermeasure." It further stated that "from the findings of several studies, in general, [red light] cameras can bring about a reduction in the more severe angle crashes with, at worst, a slight increase in less severe rear-end crashes." However, the study noted that "there is not enough empirical evidence based on proper experimental design procedures to state this conclusively."

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The mixed safety improvement results offered by various studies make the selection of intersections where the cameras will be deployed and other criteria critical in the successful deployment and use of these programs.

In Hawaii, while the legislature established photo speed imaging detector and photo red light imaging detector systems to improve traffic safety and enforcement through the passage of Act 234, Session Laws of Hawaii 1998, implementation of these systems as traffic enforcement tools in January 2002 generated intense public opposition. Because of this opposition, the Legislature repealed Act 234 in its entirety. However, most of the opposition to these programs were directed toward the photo speed imaging detector system and the method by which the program was implemented. The public perceived that the program was operated to maximize revenue for the vendor running the program rather than improve traffic safety, which was consistent with our views on the deployment of automated traffic law enforcement.

Based on this experience in Hawaii, and studies and experiences of other states that have deployed these devices, we would like to offer the following amendments for your consideration and inclusion in HB187, HB1092, SB169, SB663 and SB1391.

We believe inclusion of these amendments in these bills will offer residents of the state the opportunity to benefit from an effective traffic safety program while protecting drivers from misuse of these automated systems which will result in public opinion and will erode their effectiveness.

**No Fee Per Citation** – There should be no relation between the number of citations issued by these systems and the financial compensation to the private vendors who install them. Vendors should be paid a negotiated lump sum amount regardless of the number of citations that the system.

**Amber Phase Timing** – An adequate and uniform yellow change interval calculated, implemented, and maintained based on sound traffic engineering principles, preferably the ITE standard on yellow light timing, is important for all intersections, but crucial in implementation of red light cameras. Other states' experiences have shown that lack of adequate yellow light timing can result in abuses, which, in turn, create public opposition to red light cameras. Inadequate yellow light timing can also increase crash risks by shortening the amount of time drivers have to respond to changing signals.

**Location Selection** – Selection of locations where these devices are installed should be based on real and quantifiable needs, such as rate of crashes caused by red light running violations, not simply because they are high traffic volume intersections. Selection of any location should also follow full due diligence to explore all other applicable traffic engineering modifications to improve traffic safety at the intersection (e.g., including an all-red phase in the traffic light cycle), before an automated enforcement

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device is installed. We believe this is an important criterion when red light programs are being considered.

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

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

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

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

Thank you for your consideration of our proposed amendment. We will be happy to further discuss these issues with you and your staff.

Sincerely,

*Liane Sumida*

Liane Sumida  
General Manager

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**LATE**

**SB-663**

Submitted on: 2/13/2019 5:00:02 PM

Testimony for TRS on 2/14/2019 10:30:00 AM

<b>Submitted By</b>	<b>Organization</b>	<b>Testifier Position</b>	<b>Present at Hearing</b>
Todd Boulanger	Testifying for Bikeshare Hawaii	Support	No

Comments:

Bikeshare Hawaii supports Hawai State and County DOT's efforts at creating safer streets and thus the implimentation of Red Light [Enforcement] Cameras for purposes of traffic safety and vehicle operator education.

Safer arterial streets will help our Biki customers reach their destinations AND thus fulfill the State's (and the City's) mobility and environmental goals.

Red light running by Honolulu drivers has become a chronic epidemic as it is an all too common event on the streets of urban Oahu. One can stand by any arterial with signalized traffic control and witness at least one violation per signal cycle during the peak traffic hour. This is likley the current situation in urbanized areas of the other counties too.

On a personal note, the frequency of red light traffic signal violations has gotten so bad, that I have to warn my family and other visitors to Honolulu that they need to count to five before they enter a crosswaalk / drive into an intersection because there will be a driver running the red and likely to "T-bone" them.

February 14, 2019

Senator Lorraine R. Inouye, Chair Committee on Transportation  
Senator Karl Rhoads, Chair Committee on Judiciary

**LATE**

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

Aloha Chairs Inouye & Rhoads, and Members of the Joint Committees:

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

Similar red light running imaging programs have been implemented in other states and countries with reliable and effective results. These systems will help support the enforcement of our laws, but more important the safety of all our road users. Running red lights can prove deadly to people on the streets as well as to those in the cars. It is time we start utilizing systems that can shift the tide of our road violence.

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

Bills like this one, supporting the counties in their work, and the building momentum of Vision Zero help to change our collective understanding of what it means to increase road safety. By working together, continuing to move effective policy, while supporting the work that is currently happening, we can change our high incidence of road violence.

Mahalo for this opportunity to testify in support of SB663.

Sincerely,

*Peggy Mierzwa*

Peggy Mierzwa  
Blue Zones Project—Hawaii

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**LATE**

February 13, 2019

**Testimony Supporting SB663**

Aloha Chair Inouye, Chair Rhoads, Vice Chair Harimoto, Vice Chair Wakai, and esteemed members of the Committees on Transportation and Judiciary,

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

Photo red light imaging detector systems or red light enforcement cameras will make our streets safer for everyone. The positive safety impacts are proven and major:

- Red light running is dangerous for people that walk, bike, and drive — in the US in 2014, red light running was a factor in 710 deaths, including 44 bicycle and pedestrian deaths<sup>i</sup>
- Red light enforcement cameras reduce crashes & injuries – a summary of studies found they reduce crashes at signalized intersections by 25-30%<sup>ii</sup>
- Red light enforcement cameras reduce the most serious crashes – while some studies have found that red light cameras slightly increase rear-end collisions, the evidence is consistent that they significantly reduce “angle” (aka T-bone) crashes which are most likely to result in serious injury or death<sup>iii</sup>
- Red light enforcement cameras save lives – a study of red light enforcement cameras in the US estimated that by 2014 they had saved nearly 1,300 lives<sup>iv</sup>

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

- Cameras will be at fixed locations with signs warning drivers of the cameras
- Cameras will be placed where data shows traffic crashes and injuries
- Camera providers will be paid a flat fee no matter how many tickets issued (unlike the “Van Cams” in 2002 where the operate was paid a per ticket fee and therefore incentivized to issue more citations)
- A red light running committee will make recommendations before implementation
- Each county must separately decide to implement red light cameras
- Registered owners may escape responsibility if someone else uses their car
- Only those who run red lights have their photos taken
- Car rental companies may escape responsibility by identifying the renter

We urge you to pass SB663 and take a major step towards making our streets safer for people that walk, bike, and drive.

Thank you very much for considering the comments of Hawaii Bicycling League. If you have any questions or would like to discuss further, please contact Daniel Alexander (808-275-6717, [Daniel@hbl.org](mailto:Daniel@hbl.org)) or Chad Taniguchi (808-255-8271).

Ride and Drive Aloha,



Daniel Alexander  
Co-Executive Director  
Hawaii Bicycling League



Chad Taniguchi  
Director Emeritus  
Hawaii Bicycling League

#### Sources

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

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

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

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

**SB-663**

Submitted on: 2/12/2019 6:56:48 PM

Testimony for TRS on 2/14/2019 10:30:00 AM

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

Comments:

**SB-663**

Submitted on: 2/12/2019 11:05:31 PM

Testimony for TRS on 2/14/2019 10:30:00 AM

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

Comments:

My name is Daphne Manago and I'm testifying in favor of SB663 Relating to Highway Safety. It saddens me whenever I hear about tragedies on our streets and believe this bill will greatly reduce speeding, reckless driving, and save lives.

When I worked in downtown, I walked to and from my office every morning and afternoon. I would cross the very dangerous intersection at Vineyard Blvd and Pali Hwy. where I saw many children and kupunas walking. I would often see drivers running red lights or not watching out for pedestrians and witnessed a young man get clipped by a vehicle trying to beat the light while making a right turn. There were also incidences when I found myself motioning to other pedestrians to wait or to watch out as cars would run the red light to make the turn.

I am confident that red light cameras would change driving behavior, reduce speeding, and crash related deaths. My son was killed while riding his bicycle eight years ago and I feel the red light cameras will help keep innocent passengers, pedestrians and bicyclists safe. It will also raise awareness for safer streets.

Thank you for your time and consideration

**LATE**

**SB-663**

Submitted on: 2/13/2019 10:38:35 AM

Testimony for TRS on 2/14/2019 10:30:00 AM

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

Comments:

**LATE**

**SB-663**

Submitted on: 2/13/2019 10:39:19 AM

Testimony for TRS on 2/14/2019 10:30:00 AM

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

Comments:

Why 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](#))
- 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 ([source](#))

What are Red Light Enforcement Cameras under SB663:

- Cameras that issue citations to drivers that run red lights
- Cameras will be at fixed locations with signs warning drivers of the cameras
- Cameras will be placed where data shows traffic crashes and injuries
- Camera providers will be paid a flat fee no matter how many tickets issued (unlike the “Van Cams” in 2002 where the operate was paid a per ticket fee and therefore incentivized to issue more citations)
- A red light running committee will make recommendations before implementation
- Each county must separately decide to implement red light cameras
- Registered owners may escape responsibility if someone else uses their car
- Only those who run red lights have their photos taken
- Car rental companies may escape responsibility by identifying the renter

**LATE**

**SB-663**

Submitted on: 2/13/2019 11:56:50 AM  
Testimony for TRS on 2/14/2019 10:30:00 AM

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

Comments:

As a driver, pedestrian and bicyclist in Honolulu, I am very worried about the safety of our streets. I was very happy when we installed cameras at intersections to cut down on people running red lights. I was so sorry to see this program end. I completely support reinstating this program, I have witnessed SO many people run red lights; it seems so commonplace these days. It doesn't help that many of our young people do not look at drivers as they step off the curb to cross. Several of my students were hit by drivers running red lights downtown (I taught at Central Middle School for 20 years). I am a very defensive bicyclist and yet have had some very scary close calls with drivers running red lights and certainly not looking at bicyclists. I urge the passage of SB663. Thank you. Mrs. Lee E. Takagi

**LATE**

**SB-663**

Submitted on: 2/13/2019 12:25:11 PM  
Testimony for TRS on 2/14/2019 10:30:00 AM

Submitted By	Organization	Testifier Position	Present at Hearing
Anthony Chang	Individual	Support	Yes

Comments:

Anthony Chang  
 Master's Student at University of Hawaii at Manoa, Department of Urban and Regional Planning  
 Home Address: 1245 Maunakea St. #2310, Honolulu, HI 96817  
 Phone: (808) 536-0783

Aloha Chairs Inouye, Rhoads and other members of the esteemed members of the Senate Committees on Transportation and Judiciary.

My name is Anthony Chang and I stand in support of this bill SB 663. Six years ago, my sister Emelia Hung, who was 24 years old was struck by a car and died not far from here. Bills like this would make it less likely cars will collide with other people, saving lives and preventing families from being torn apart.

Along with punishing those who run red lights, cameras, if it is known they are around would discourage people from running red lights.

Also echoing testimony from Hawaii Bicycling League:

- **Red light running is dangerous** for people that walk, bike, and drive — in the US in 2014, red light running was a factor in 710 deaths, including 44 bicycle and pedestrian deaths
- Red Light Enforcement Cameras **reduce crashes & injuries** – a summary of studies found they reduce crashes at signalized intersections by 25-30%
- Red Light Enforcement Cameras **reduce the most serious crashes** – while some studies have found that red light cameras slightly increase rear-end collisions, the evidence is consistent that they significantly reduce “angle” (aka T-bone) crashes which are most likely to result in serious injury or death
- Red Light Enforcement Cameras **save lives** – a study of red light enforcement cameras in the US estimated that by 2014 they had saved nearly 1,300 lives

Please pass this bill. Mahalo and Aloha

**LATE**

**SB-663**

Submitted on: 2/13/2019 1:18:34 PM  
Testimony for TRS on 2/14/2019 10:30:00 AM

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

Comments:

Aloha,

I am opposed to this bill. I believe it's added cost and complications to our traffic system do not outweigh the benefits. Pedestrian safety should start with re-envisioning how people and bicycles get around. This technological step is only one more thing that increases our budgets and complicates everyone's lives.

I am a bicycle commuter, and a driver, living in Nu'uuanu.

Kim

**SB-663**

Submitted on: 2/13/2019 2:48:19 PM

Testimony for TRS on 2/14/2019 10:30:00 AM

**LATE**

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

Comments:

I support SB663 Red Light Enforcement Cameras. Studies have shown that red Light enforcement cameras reduce crashes and injuries at signalized intersections. 22 States plus the District of Columbia are using red light enforcement cameras. Pass this Bill so it can help prevent more senseless Deaths.

**LATE**

**SB-663**

Submitted on: 2/13/2019 2:49:43 PM

Testimony for TRS on 2/14/2019 10:30:00 AM

<b>Submitted By</b>	<b>Organization</b>	<b>Testifier Position</b>	<b>Present at Hearing</b>
L. Richard Fried, Jr.	Individual	Support	No

Comments:

**LATE**

**SB-663**

Submitted on: 2/13/2019 3:42:55 PM  
Testimony for TRS on 2/14/2019 10:30:00 AM

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

Comments:

We need more enforcement on our streets and passing this bill is one way to do so.  
Mahalo!

**SB-663**

Submitted on: 2/13/2019 5:08:03 PM

Testimony for TRS on 2/14/2019 10:30:00 AM

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

Comments:

i fully support this bill. innocent lives matter! we need safer roads and stricter penalties and laws for these senseless acts and innocent lives that are taken by the hands of wreckless speeders, drunk drivers/ use of illegal drugs while operating a vehicle.

ed werner

**LATE**

**SB-663**

Submitted on: 2/13/2019 8:42:32 PM

Testimony for TRS on 2/14/2019 10:30:00 AM

<b>Submitted By</b>	<b>Organization</b>	<b>Testifier Position</b>	<b>Present at Hearing</b>
Susan J. Wurtzburg	Individual	Support	No

Comments:

I fully support SB 663 (relating to highway safety). I am a walker, runner, and bicyclist. My experience with all of these is that they are more dangerous in Hawaii than in previous states where I have lived. People run red lights all the time on Oahu, where I live, and I feel that this bill would keep pedestrians and bicyclists safer. Drivers will also be less at risk. Several years ago, my Prius was completely destroyed by a tow truck driver, who ran a red light. I had a head injury and was thoroughly shaken up by the experience, and felt lucky to survive it.

Thank you for hearing my testimony.

Mahalo,

Susan J. Wurtzburg, Ph.D.

**LATE**

**SB-663**

Submitted on: 2/14/2019 10:26:31 AM  
Testimony for TRS on 2/14/2019 10:30:00 AM

<b>Submitted By</b>	<b>Organization</b>	<b>Testifier Position</b>	<b>Present at Hearing</b>
Caterine Picardo Diaz	Individual	Support	No

Comments:

Dear Committee members,

Hawaii is such a special place and we need to keep it like that. Lately traffic related incidents have been taking a toll in my well being and the people around me. You can feel people are afraid of just walking or waiting for the green to cross a crosswalk. I wonder if there is data about it, but it seems that people driving are more and more crossing red lights. My good friend almost got killed, why crossing a crosswalk by a person running over a red light last week. That also happened to me a couple months ago and I am a healthy "young" person that can react on time. I can only imagine the fear and frustration that kupuna might feel walking in this islands.

I support this bill and other effortst that truly increase safety for the most vulnerable users, our community and future generations.

Mahalo,

Cate