



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,



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