



EXECUTIVE CHAMBERS  
HONOLULU

DAVID Y. IGE  
GOVERNOR

June 25, 2019

**GOV. MSG. NO. 1233**

The Honorable Ronald D. Kouchi,  
President  
and Members of the Senate  
Thirtieth State Legislature  
State Capitol, Room 409  
Honolulu, Hawai'i 96813

The Honorable Scott K. Saiki,  
Speaker and Members of the  
House of Representatives  
Thirtieth State Legislature  
State Capitol, Room 431  
Honolulu, Hawai'i 96813

Dear President Kouchi, Speaker Saiki, and Members of the Legislature:

This is to inform you that on June 25, 2019, the following bill was signed into law:

SB663 SD2 HD1 CD1

RELATING TO HIGHWAY SAFETY.  
**ACT 131 (19)**

Sincerely,

A handwritten signature in black ink that reads "David Y. Ige".

DAVID Y. IGE  
Governor, State of Hawai'i

Approved by the Governor

on JUN 25 2019

THE SENATE  
THIRTIETH LEGISLATURE, 2019  
STATE OF HAWAII

**ACT 131**  
**S.B. NO.**

663  
S.D. 2  
H.D. 1  
C.D. 1

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# 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.

APPROVED this 25 day of JUN, 2019



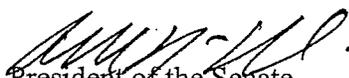
GOVERNOR OF THE STATE OF HAWAII.

S.B. No. 663, S.D. 2, H.D. 1, C.D. 1

**THE SENATE OF THE STATE OF HAWAI'I**

Date: April 30, 2019  
Honolulu, Hawaii 96813

We hereby certify that the foregoing Bill this day passed Final Reading in the Senate of the Thirtieth Legislature of the State of Hawai'i, Regular Session of 2019.



President of the Senate



Clerk of the Senate

SB No. 663, SD 2, HD 1, CD 1

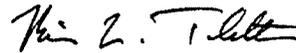
THE HOUSE OF REPRESENTATIVES OF THE STATE OF HAWAII

Date: April 30, 2019  
Honolulu, Hawaii

We hereby certify that the above-referenced Bill on this day passed Final Reading in the House of Representatives of the Thirtieth Legislature of the State of Hawaii, Regular Session of 2019.



Scott K. Saiki  
Speaker  
House of Representatives



Brian L. Takeshita  
Chief Clerk  
House of Representatives

