



HIGHWAY SAFETY ANNUAL REPORT

FEDERAL FISCAL YEAR 2013
HAWAII STATE DEPARTMENT OF TRANSPORTATION





A MESSAGE FROM THE GOVERNOR'S HIGHWAY SAFETY REPRESENTATIVE

Aloha,

It was another banner year for the Hawaii Department of Transportation's (HDOT) Highway Safety Section. In collaboration with our safety partners, HDOT continued to work hard to keep the traffic safety program moving forward in Federal Fiscal Year 2013, and we have good results to document our success.

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Statewide Laws: Tireless Effort of Employees and Partners

Hawaii made two major leaps forward to enhance road safety. We're excited to report that Hawaii now has statewide Electronic Mobile Device and Universal Seat Belt laws. These two new laws are the result of the dedication of our many traffic safety partners and staff who invested the time to write testimony and educate the community and legislators about why these two legislative bills should become law.

Prior to the approval of the statewide Electronic Mobile Device law, each of Hawaii's four counties had their own ordinances regarding handheld electronic mobile devices. The new statewide law, which includes a total ban for teenage drivers, took effect on July 1, 2013.

The new Universal Seat Belt law took effect on May 20, 2013 during the launch of the national Click It or Ticket mobilization. Hawaii motor vehicle occupants are now required to wear a seat belt or use a child restraint in every seating position. We helped promote the new law through both earned and paid media/education campaigns, which included media interviews as well as television and radio public service announcements.

Tackling Impaired Driving on Hawaii's Streets

During calendar year 2012, there were 126 fatalities. Out of the 138 drivers involved in fatal motor vehicle crashes, 44 percent had drugs and/or alcohol in their system. These sobering figures compelled us to take action.

As a result, we made impaired driving one of the priorities in our traffic safety program. In July 2013, we reestablished a statewide Impaired Driving Task Force, which approved a statewide plan to combat impaired driving. The plan includes strategies for legislation, enforcement, prevention/education/communications and treatment. The task force meets quarterly and will provide reports on their progress.

Drug Recognition Expert (DRE)

Hawaii has improved and strengthened its Drug Recognition Expert (DRE) program. Since October 1, 2012, we have increased the number of DREs from 28 to 51 in five agencies across four counties.

A significant addition to our state's program was the implementation of the Advanced Roadside Impaired Driving Enforcement (ARIDE) training in mid 2012. To date, we



have trained 113 law enforcement officers, 12 county prosecutors and two Circuit Court judges in ARIDE statewide.

With the increased awareness of the DRE program and its benefits, the police departments have been using DREs more in traffic investigations and enforcement, including during the national crackdown periods. During the 2013 Labor Day crackdown, DRE activities at 28 sobriety checkpoints and nine saturation patrols resulted in 144 DUI arrests, 12 DUI-drug arrests, 11 DRE evaluations and 22 drug arrests.

Additionally, we hosted and coordinated a two-day Drug & Alcohol Conference that featured innovative trainings that included presentations on such topics as “You Can’t Stop What You Don’t Know” and “Fake IDs, Party Patrol and Retail Alcohol Enforcement” by Officer Jermaine Galloway from the Boise Police Department in Idaho; and DRE updates by Chuck Hayes, International Association of Chiefs of Police Drug Evaluation & Classification Program Regional Operations Coordinator. The insightful conference was attended by

approximately 175 traffic safety partners from county police departments, Sheriffs Division, County Prosecutors’ offices, HDOT, Hawaii Department of Education, Hawaii Department of Health, and community coalitions.

Pilot Project to Integrate Crash Data Under Way

The State of Hawaii has improved upon the integration of our “Crash” core data system. The Maui Police Department (MPD) initiated a pilot project with the Hawaii Information Consortium (HIC) to develop a system that electronically transfers valuable crash data in a timely manner. As of May 14, 2013, a total of 2,266 electronic Motor Vehicle Accident Reports were successfully transferred and housed in HIC’s repository, for final transfer to HDOT’s server.

Reducing Motorcycle Fatalities

In an effort to reduce motorcycle fatalities in Hawaii County, we worked with the University of Hawaii’s Hilo Community College to open a motorcycle training range. The range was completed in September and its first training class was held in December.

Future Plans

The Highway Safety Section staff is also working with the HDOT’s Traffic Branch and other stakeholders to update Hawaii’s Strategic Highway Safety Plan for the next five years. The massive undertaking involves updating all existing emphasis areas and expanding the plan to include other areas such as first responders and speeding. The revised plan is targeted for completion at the beginning of calendar year 2014.

As always, we remain committed to ensuring that Hawaii’s roadway users arrive at their destinations safely, in all modes of transportation. We will continually reevaluate our processes and projects to maximize their outcomes and ensure we are moving towards our ultimate goal of saving more lives and reducing injuries.



GLENN M. OKIMOTO, Ph.D.

Director of Transportation

Governor’s Highway Safety Representative

CORE PERFORMANCE MEASURES

Hawaii Report Card

Core Activity Measures

A-1 Seat Belt Citations Issued During Grant-Funded Enforcement Activities

2009	2010	2011	2012	2013
8,322	6,219	6,219	7,441	6,167

A-2 Impaired Driving Arrests Made During Grant-Funded Enforcement Activities

2009	2010	2011	2012	2013
377	349	538	461	714

A-3 Speeding Citations Issued During Grant-Funded Enforcement Activities

2009	2010	2011	2012	2013
7,304	9,564	10,306	10,514	12,803

Core Behavior Measures

B-1 Observed Seat Belt Use For Passenger Vehicles, Front Seat Outboard Occupants

Goal: Hawaii's goal was to increase the seat belt usage rate by .5% from the 2006-2010 calendar base year average of 96.52% to 97.02%.

Result: Hawaii's 2013 Summer seat belt survey showed that Hawaii's seat belt usage rate increased to 94%, bringing the five-year average to 95.7%.

2009	2010	2011	2012	2013
97.9%	97.6%	96.03%	93%	94%

Core Outcome Measures*

C-1 Traffic Fatalities (FARS)

Goal: To decrease traffic fatalities by 10 percent, from the 2006-2010 calendar base year average of 126 to 113 by December 31, 2013.

Result: During calendar year 2012, there was a total of 125 traffic fatalities. As of November 30, 2013, there was a total of 97 traffic fatalities.

C-2 Total Serious Injuries (TARS)

Goal: To decrease serious traffic injuries by 5 percent, from the 2005-2009 calendar base year average of 373 to 354 by December 31, 2013.

Result: During calendar year 2010, there were 467 serious traffic injuries. Injury data is not available for 2011-2013 at this time.

C-3 Total Fatalities/VMT

Goal: 1) Decrease the number of fatalities/VMT from the 2006-2010 calendar base year average of 1.35 to 1.25 by December 31, 2013.

2) Decrease the urban fatalities/VMT rate from 0.74 to 0.64 by December 31, 2013.

3) Decrease the rural fatalities/VMT rate from 0.61 to 0.51 by December 31, 2013.

Result*: 1) Fatality/VMT rate was 0.99 in 2011.

2) Urban fatalities/VMT rate was 1.75 in 2011.

3) Rural fatalities/VMT rate was 0.76 in 2011.

C-4 Unrestrained Passenger Vehicle Occupant Fatalities in All Seating Positions (FARS)

Goal: To reduce unrestrained passenger vehicle occupant fatalities in all seating positions by 10 percent, from the 2006-2010 calendar base year average of 31 to 28 by December 31, 2013.

Result: In 2012, there was a total of 31 unrestrained motor vehicle fatalities. Calendar year 2013 data is not available at this time.*

C-5 Alcohol-Impaired Driving Fatalities

Goal: Reduce the number of drivers or motorcycle operators with a blood alcohol concentration of .08 g/dL or higher by 10 percent, from the 2006-2010 calendar base year average of 42 to 38 by December 31, 2013.

Result: There was a total of 51 alcohol-impaired driving fatalities in calendar year 2012. Calendar year 2013 data is not available at this time.*

C-6 Number of Speeding-Related Fatalities

Goal: Decrease the number of speeding-related fatalities by 10 percent, from 2006-2010 calendar base year average of 61 to 55 by December 31, 2013.

Result: During calendar year 2012, there were 67 speeding-related fatalities. Calendar year 2013 data is not available at this time.*

C-7 Motorcyclist Fatalities

Goal: Reduce the number of motorcycle/moped fatalities by 10 percent, from 2006-2010 calendar base year average of 29 to 26 by December 31, 2013.

Result: During calendar year 2012, there were 42 motorcycle/moped fatalities. As of November 30, 2013, there were 27 motorcycle/moped fatalities.

C-8 Number of Unhelmeted Motorcyclist Fatalities

Goal: Decrease the number of unhelmeted motorcyclist fatalities by 10 percent, from the 2006-2010 calendar base year average of 18 to 16 by December 31, 2013.

Result: During calendar year 2012, 29 of the 41 motorcyclist fatalities were not wearing helmets. Calendar year 2013 data is not available at this time.*

C-9 Drivers Age 20 or Younger Involved in Fatal Crashes

Goal: Decrease drivers age 20 or younger involved in fatal crashes by 10 percent, from the 2006-2010 calendar base year average of 18 to 16 by December 31, 2013.

Result: There were 10 drivers, age 20 or younger, involved in fatal crashes during calendar year 2012. Calendar year 2013 data is not available at this time.*

C-10 Number of Pedestrian Fatalities

Goal: Reduce the number of pedestrian fatalities by 10 percent, from the 2006-2010 calendar base year average of 25 to 22 by December 31, 2013.

Result: During calendar year 2012, there were 26 pedestrian fatalities statewide. As of November 30, 2013, there were 26 pedestrian fatalities.

*** Preliminary data; the Hawaii Department of Transportation will update NHTSA when data is finalized.**

ATTITUDINAL SURVEY RESULTS

SEPTEMBER 2013

Seat Belt Use

B-1 How often do you use seat belts when you drive or ride a vehicle?

	April 2013	September 2013
Always	92%	96%
Most of the time	5%	2%
Half the time	1%	1%
Rarely	1%	1%
Never	1%	1%
Mean	4.87	4.92

B-2 What do you think the chances are of getting a ticket if you don't wear seat belts?

	April 2013	September 2013
Always	92%	96%
Most of the time	5%	2%
Half the time	1%	1%
Rarely	1%	1%
Never	1%	1%
Mean	4.87	4.92

B-3 In the past 30-60 days have you read, seen or heard anything about seat belt enforcement by the police?

	April 2013	September 2013
Yes	38%	52%
No	59%	47%
DK/Rf	3%	1%

B-4 Have you heard of the Click It or Ticket campaign?

	April 2013	September 2013
Yes	96%	95%
No	4%	5%

Speeding

S-1 On a local road with a speed limit of 30 mph, how often do you drive faster than 35 mph?

	April 2013	September 2013
Always	7%	6%
Most of the time	21%	22%
Half the time	26%	24%
Rarely	31%	31%
Never	15%	15%
DK/Rf	1%	0%
Mean	2.73	2.73

S-2 On a road with a speed limit of 65 mph how often do you drive faster than 70 mph?

	April 2013	September 2013
Always	2%	2%
Most of the time	4%	5%
Half the time	9%	4%
Rarely	31%	30%
Never	53%	58%
DK/Rf	0%	1%
Mean	1.71	1.63

S-2a In the past 30-60 days have you read, seen or heard anything about speed enforcement by police?

	April 2013	September 2013
Yes	45%	54%
No	52%	45%
DK/Rf	2%	1%

S-3 What do you think the chances are of getting a ticket if you drive over the speed limit?

	April 2013	September 2013
Always	8%	9%
Most of the time	20%	19%
Half the time	34%	35%
Rarely	33%	31%
Never	3%	3%
DK/Rf	2%	3%
Mean	1.71	1.63

Impaired Driving

A-1 In the past 30-60 days how many times have you driven a motor vehicle 2 hours after drinking alcoholic beverages?

	April 2013	September 2013
None	88%	87%
At least once	12%	12%
DK/Rf	0%	1%
Mean	.48	.27

A-2 In the past 30-60 days have you read, seen or heard anything about alcohol impaired driving (drunk driving) enforcement by the police?

	April 2013	September 2013
None	63%	68%
At least once	36%	31%
DK/Rf	1%	1%

A-3 What do you think the chances are of someone getting arrested if they drive after drinking?

	April 2013	September 2013
Always	15%	19%
Most of the time	21%	19%
Half the time	31%	30%
Rarely	29%	27%
Never	1%	3%
DK/Rf	3%	3%
Mean	3.21	3.26

1. Have you heard the "Drive Sober or Get Pulled Over" media campaign?

	April 2013	September 2013
No	49%	54%
At least once	50%	45%
DK/Rf	1%	1%

2. Have you heard of Hawaii's impaired driving laws?

	April 2013	September 2013
	Yes	Yes
The Hawaii Ignition Interlock Law	46%	45%
It is illegal to drive while impaired by prescription medication	78%	78%

Additional Questions

Were you aware that...

	April 2013	September 2013
	Yes	Yes
Motor vehicle passengers under the age of 18 are required to wear seat belts in the back seat.	74%	94%
Children under the age of 8 need to be in a child safety seat.	85%	89%
Child safety resources are available for free.	39%	46%
Scooters, unlike mopeds, require a motorcycle license to operate it.	46%	45%
Motorcycles need a greater distance to stop than a car does.	52%	52%
You should give at least a 2-3 second space behind a moving motorcycle.	76%	77%
Passengers under 18 years of age on motorcycles are required by law to wear a helmet.	58%	58%

Annual Evaluation Report Summary

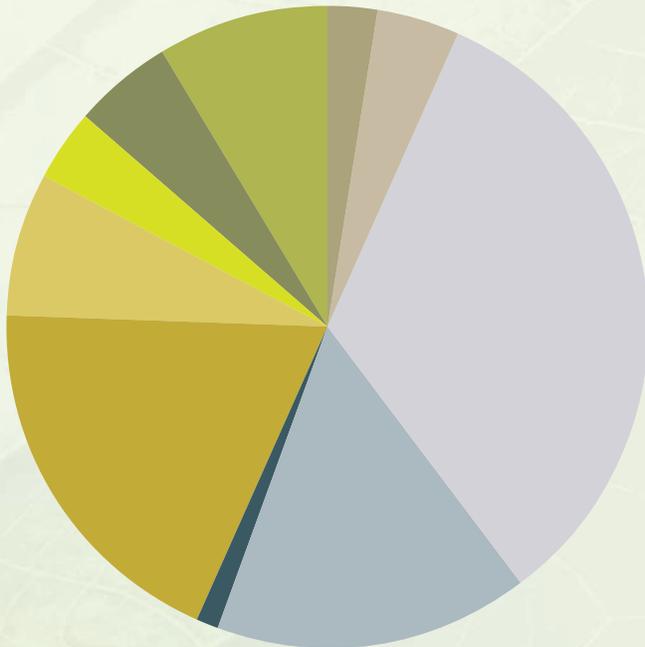
	2009	2010	2011	2012
Population	1,346,717	1,364,274	1,378,129	1,392,313
Vehicle Miles Traveled (Millions) - VMT	9,973	9,995	10,066	N/A
Traffic Fatalities	109	113	100	126
Traffic Fatalities & Serious Injuries	429	467	N/A	N/A
VMT Fatality Rate	1.09	1.13	0.99	N/A
VMT Fatality & Serious Injury Rate	4.25	4.62	N/A	N/A
Population Fatality Rate (100,000)	8.09	8.28	7.26	9.05
Registered Vehicle Fatality Rate	9.75	10.09	8.47	9.86
Population Fatality & Serious Injury Rate (100,000)	31.86	34.23	N/A	N/A
Alcohol-Involved Fatalities	52	43	45	51
VMT Alcohol Fatality Rate	0.52	0.43	0.45	N/A
Percent Population Using Seat Belts	97.9%	97.6%	96%	93%
Percent Fatal Vehicle Occupants Unbelted	52%	45%	35%	56%

FEDERAL AID REIMBURSEMENT

Program Area/ Project	HCS Federal Funds Obligated	Amount of Share-to-Local Benefit	Cumulative State/ Federal Cost to Date	Cumulative Federal Funds Expended	Federal Previous Amount Claimed	Federal Funds Claimed This Period
NHTSA						
NHTSA 402						
Planning and Administration	\$123,274.89	\$0.00	\$246,549.78	\$123,274.89	\$123,274.89	\$0.00
Alcohol	\$174,830.21	\$163,542.81	\$218,537.77	\$174,830.21	\$174,830.21	\$0.00
Emergency Medical Services	\$63,443.91	\$53,550.51	\$79,304.89	\$63,443.91	\$63,443.91	\$0.00
Occupant Protection	\$631,781.86	\$392,072.12	\$789,727.34	\$631,781.86	\$631,781.86	\$0.00
Pedestrian/Bicycle Safety	\$234,431.10	\$117,303.28	\$293,038.93	\$234,431.10	\$234,431.10	\$0.00
Police Traffic Services	\$152,530.84	\$85,037.33	\$190,663.57	\$152,530.84	\$152,530.84	\$0.00
Traffic Records	\$10,743.86	\$0.00	\$13,429.83	\$10,743.86	\$10,743.86	\$0.00
Speed Management	\$421,397.01	\$420,463.38	\$526,746.28	\$421,397.01	\$421,397.01	\$0.00
Distracted Driving	\$360,696.25	\$215,929.87	\$450,870.30	\$360,696.25	\$360,696.25	\$0.00
NHTSA 402 TOTAL	\$2,173,129.93	\$1,447,899.30	\$2,808,868.69	\$2,173,129.93	\$2,173,129.93	\$0.00
405 OP SAFETEA-LU TOTAL	\$67,314.72	\$61,314.72	\$269,258.88	\$67,314.72	\$67,314.72	\$0.00
408 DATA PROGRAM SAFETEA-LU TOTAL	\$427,275.38	\$192,984.57	\$534,094.23	\$427,275.38	\$427,275.38	\$0.00
410 ALCOHOL SAFETEA-LU TOTAL	\$1,272,981.47	\$989,576.29	\$5,091,925.88	\$1,272,981.47	\$1,272,981.47	\$0.00
2010 MOTORCYCLE SAFETY INCENTIVE TOTAL	\$304,484.09	\$117,411.42	\$304,484.09	\$304,484.09	\$304,484.09	\$0.00
2011 CHILD SEATS INCENTIVE TOTAL	\$72,914.42	\$72,914.42	\$145,828.84	\$72,914.42	\$72,914.42	\$0.00
NHTSA TOTAL	\$4,318,100.01	\$2,882,100.72	\$9,154,460.61	\$4,318,100.01	\$4,318,100.01	\$0.00
GRAND TOTAL	\$4,318,100.01	\$2,882,100.72	\$9,154,460.61	\$4,318,100.01	\$4,318,100.01	\$0.00

HAWAII HIGHWAY SAFETY PLAN

Federal Fiscal Year 2013 Funding



Project Title	Cost	Project Title	Cost
Program Administration	\$189,000.00	Occupant Protection	\$1,306,702.00
Police Traffic Services	\$290,739.00	Speed Control	\$509,536.00
Impaired Driving Countermeasures	\$2,306,902.00	Motorcycle Countermeasures	\$255,944.10
Traffic Records	\$1,103,987.50	Pedestrian/Bicycle Safety	\$336,703.94
Emergency Medical Services	\$73,193.30	Distracted Driving	\$598,404.68
NHTSA TOTAL		\$6,971,112.52	

PROGRAM ADMINISTRATION

Investing in a Team of Safety Experts

The Highway Safety Section is tasked with overseeing the National Highway Traffic Safety Administration (NHTSA) grant program and other related traffic safety initiatives. Grant funds were used to cover the operating and personnel costs of the Highway Safety Section, including staff salaries, travel and training expenses.

Fiscal Coordinator

The Hawaii Department of Transportation's Highway Safety Section funds numerous traffic safety initiatives statewide, which require extensive fiscal oversight. To ensure accountability of every sub-grantee, the Fiscal Coordinator provides comprehensive accounting support for the Highway Safety Section staff.

In addition to overseeing the NHTSA sub-grantee reimbursement process, the coordinator assists with other grant-related duties such as general correspondence, administrative tasks, maintaining the database/files of sub-grantees and ensuring compliance with Hawaii State policies and procedures.



IMPAIRED DRIVING COUNTERMEASURES

Keeping Drugged and Drunk Drivers in Check

Enforcement

The Honolulu, Maui, Kauai and Hawaii County police departments continued their high-visibility overtime enforcement efforts to address impaired driving. They participated in the national impaired driving immobilizations using the National Highway Traffic Safety Administration's (NHTSA) national "Drive Sober or Get Pulled Over" slogan.

In addition to participating in this campaign, the county police departments continued its 52/12 campaign that included conducting a minimum of 52 sobriety checkpoints throughout the federal fiscal year, with additional checkpoints during major holidays. Altogether, the four counties conducted nearly 600 checkpoints statewide that resulted in more than 700 arrests. To support the overtime enforcement efforts, each of the four counties issued quarterly news releases or conducted impaired driving awareness media events.



Another overtime enforcement effort included Youth Deterrence components for the Maui, Kauai, and Hawaii County police departments. They targeted underage individuals illegally drinking in public areas and parks. The county police departments conducted 31 Underage Drinking Projects, which resulted in 13 arrests; 44 liquor prohibited citations with a mandatory court appearance to violators illegally drinking alcohol in public parks and public areas; nine other arrests resulting in drug and DUI investigations; three prohibition detentions; two outstanding warrant arrests; and other miscellaneous citations. Five Underage Stings with the Liquor Control Department were also conducted and resulted in five citations.

Honolulu DWI Court

The Honolulu DWI Court Program provides offenders with a comprehensive program to reduce individual recidivism rates, reduce societal financial burdens, and protect the community. The program provides offenders with comprehensive court-supervised treatment opportunities and resources to successfully complete rehabilitation. This is a voluntary program for non-violent offenders, and includes regular court appearances before a designated DWI Court Judge and participation in an individualized treatment program. Treatment is coordinated by the DWI Court Case Manager and may include alcohol and drug testing; individual and group counseling; and regular attendance at self-help meetings.

The DWI Court team continued to conduct ongoing screening for participants in their program. Currently, the referrals come in from the Honolulu Police Department and district court



judges. The Drivers Education Office has also agreed to send names of potential candidates to the DWI Court Coordinator. As of September 30, 2013, the DWI Court program has eight participants and five prospective participants who are currently in the clinical screening process with pending petitions before the court.

To gain more insights to benefit Hawaii, the DWI Court Coordinator attended the 19th Annual Training Conference presented by the National Association of Drug Court Professionals in Washington, D.C. The training conference provided a comprehensive overview of the theory and application of the necessary components to effectively plan and implement a DWI Court. Sessions addressed issues that are common to DWI Courts and provided information on how to resolve important program considerations. Discipline-specific breakouts allowed the DWI Court Coordinator to network with other jurisdictions and explore in-depth topics relevant to DWI Courts.

Judicial Training

The Hawaii Revised Statutes gives district courts exclusive jurisdiction in the adjudication of traffic infractions, with limited jurisdiction in adjudicating crimes, including traffic-related criminal matters. Creating and revising internal procedures for the courts rest on the judges and the courts' administrative staff. They are responsible for developing policies and procedures to assist the court with assuring a fair and quick adjudication process. This makes training for judges imperative, so they can be well versed in the latest developments in highway safety, case adjudication, and judicial techniques to meet the growing demands for efficient court administration.

Hawaii state judges are responsible for the adjudication of Operating a Vehicle Under the Influence of an Intoxicant (OVUII) cases. State court statistics indicate that 6,995 new OVUII cases were filed during FFY 2011. To accommodate the increased need, judges must keep pace with the latest OVUII laws, legal issues, adjudication, and judicial techniques for these cases. The Judiciary's grant allowed three district court judges to attend the "Impaired Driving Case Essentials" course at the National Judicial College. The course included impaired driving-related topics such as Determining Impairment in the Field, SFST and Technology; Drugged Driving; Pharmacological Effects of Alcohol & Drugs; and DWI/DUI Courts. The three judges shared the techniques and knowledge they learned with their Hawaii colleagues through a presentation at a statewide meeting. As a result, district court judges are better equipped to adjudicate and manage issues associated with impaired driving.



Kauai Prosecutor's Office

The Kauai County's Office of the Prosecuting Attorney (OPA) hoped to achieve its goal of maintaining a 75 percent conviction rate by enhancing the prosecutorial skills of the Vehicular Crimes Deputy Prosecutor and assigning the Deputy Prosecutor to cases involving vehicular crimes. The targeted population for their grant included individuals committing traffic offenses, including OVUII, Operating a Vehicle with a Suspended License, Refusing to Submit to Test Alcohol, Habitual OVUII, and Speeding.

OPA used grant funds to send their Deputy Prosecutors to the 2013 Lifesavers Conference and HDOT's Drug and Alcohol Training on Oahu. Additionally, they attended quarterly Traffic Commanders meetings to keep abreast of statewide issues and developments in traffic safety.

Traffic Safety Resource Prosecutor Training

The Hawaii County Office of the Prosecuting Attorney (OPA) believes that successful prosecution often depends on the thoroughness and accuracy of the investigation of impaired driving cases, as well as the technical understanding of all of the team members. Seasoned and newly hired prosecutors must be continually trained to meet these challenges. Moreover, law enforcement officers and other first responders need to be trained alongside prosecutors to enhance inter-agency cooperation and to gain a better understanding of what each agency requires, such as increased opportunities for legal and proper blood draws from impaired drivers; improved tactics to preserve crash scenes and evidence; and trial techniques to ensure cases are successfully prosecuted.

Using grant funds, OPA coordinated and hosted two trainings for prosecutors, law enforcement, first responders and HDOT personnel from all four counties: “Investigating and Prosecuting the Impaired Driver Statewide Training” and “Trial Advocacy Training for Enhanced Impaired Driver Prosecution Training.” The trainings were videotaped as a resource for all staff.

In addition, Deputy Prosecutors responsible for OVUII court cases participated in the Hawaii County Police Department’s Advanced Roadside Impaired Driving Enforcement training, a two-day course that provides attendees with general drug knowledge as it relates to drug-impaired driving.

OPA also used grant funds to improve its Deputy Prosecutor’s role as the state’s Traffic Safety Resource Prosecutor. To network with other TSRPs; become more familiar with the role and



its responsibilities; and learn of current and upcoming legal issues, Hawaii’s TSRP attended the TSRP Conference, 2013 Lifesavers Conference in Colorado, and the Region 9 Partners Leadership and Training Conference. He also attended local trainings and meetings to enhance his knowledge and share his expertise, specifically at the quarterly statewide Traffic Commanders meetings and the Honolulu Police Department’s Drug Recognition Expert School.

Another highlight of this project included the first successful prosecution of “tampering with an ignition interlock device” case.

Statewide Impaired Driving Task Force

In addition to providing federal funds for the traffic safety projects mentioned above, Hawaii created a statewide impaired driving task force to meet the Moving Ahead for Progress in the 21st Century (MAP-21) authorization requirement for a mid-range state. An Executive Order signed by Governor Neil Abercrombie on May 20, 2013 officially established the Hawaii Impaired Driving Task Force and tasked HDOT with coordinating the Task Force.

The Task Force’s first task was to develop a statewide impaired driving plan, which was submitted to NHTSA by September 1, 2013. Following the submission of the plan, the Task Force and its sub-committees (legislation, prevention/education/communications, enforcement and treatment) continue to meet quarterly to review impaired driving issues and address strategies in the plan.

Other HDOT initiatives during the federal fiscal year included continued support of Hawaii’s high-visibility enforcement efforts with paid media, such as:

- » Participation in the Hawaii Association of Broadcasters, Inc. (HAB) program, which guarantees an additional \$70,000 in broadcast airtime (approximately equivalent to three free ads for every one paid ad);
- » The purchase of a statewide media buy (TV, radio and movie theater ads) to continue airing our impaired driving “Bling” spot;
- » Production and air time for “Practice,” a new impaired driving TV spot; and
- » Production of radio spots and movie theater ads using the new slogan, “Drive Sober or Get Pulled Over.”

Finally, HDOT conducted two attitudinal surveys that included questions about traffic safety issues like impaired driving, seat belt use, and speeding.

DRUG RECOGNITION EXPERT

Setting the Foundation to Stop Drugged Driving

The Drug Recognition Expert (DRE) program in Hawaii continues to grow and strengthen throughout the state, with more than 50 DREs and 12 DRE instructors in five agencies across four counties.

During Federal Fiscal Year 2013, the county police departments and HDOT worked together to provide Advanced Roadside Impaired Driving Enforcement (ARIDE) training to police officers, sheriff deputies, military police, district court judges and prosecutors throughout the state. Since the implementation of ARIDE in the state, the various law enforcement agencies have incorporated it into their programs, policies and internal trainings:

- » The ARIDE curriculum is now included in Kauai Police Department's (KPD) recruit training so that all new officers have a better understanding of drug-impaired driving and the DRE program;
- » All Honolulu Police Department (HPD) Traffic Division officers must go through ARIDE; and
- » All student candidates are required to pass ARIDE to be considered for DRE School.

Additionally, HDOT coordinated other DRE-related training. This included KPD providing Drug Impairment Training for Educational Professionals (DITEP) to Seabury Hall, a college preparatory school on Maui, on December 6, 2012; HPD hosting a DRE School February 4-14, 2013; and HDOT hosting a Hawaii Drug & Al-

cohol Training Conference June 3-4, 2013 for law enforcement officers, county prosecutors, drivers education instructors, public school personnel and other traffic safety partners.

During the Drug & Alcohol Training Conference, Officer Jermaine Galloway from the Boise Police Department presented such topics as "You Can't Stop What You Don't Know" and "Fake IDs, Party Patrol and Retail Alcohol Enforcement." Chuck Hayes, International Association of Chiefs of Police DRE Regional Operations Coordinator, provided an update on the Standardized Field Sobriety Testing (SFST) and DRE 2013 curricula changes; new drug information; important court cases; DRE medical rule out; and other medical issues and information for DREs. There were also presentations on Honolulu's DWI Court and Ignition Interlock. As a direct result of the conference, Hawaii's Department of Education has expressed interest in providing similar training to more drivers education instructors and public schools.

To network with out-of-state DREs and learn about national drug trends and issues, representatives from HPD, KPD, Hawaii County Police Department and Maui Police Department attended the 19th Annual Training Conference on Drugs, Alcohol and Impaired Driving in Oklahoma City, Oklahoma, in August 2013.

As drugged driving becomes a more prevalent problem on Hawaii's roadways, strong support is needed among partner agencies, such as law enforcement, prosecutors, toxicologists, HDOT, etc., to improve procedures and solve



current and emerging issues and challenges. Constant communication is necessary, too. Throughout the year, the Highway Safety Section maintains continual communication with the law enforcement agencies, DREs, counties' Prosecutors Offices, Department of Health, Clinical Laboratories of Hawaii, Administrative Driver's License Revocation Office and the state's Traffic Safety Resource Prosecutor via e-mail correspondence and distribution of DRE- and drug-related updates. These same agencies also continue to meet quarterly to discuss DRE issues and trainings during the Traffic Commanders meetings.

OCCUPANT PROTECTION

Ensuring the Safety of All Occupants

Hawaii made a major leap forward in the prevention of motor vehicle-related fatalities and injuries by enacting a Universal Seat Belt law on May 20, 2013. The new law is the result of the dedication of our many traffic safety partners and staff who invested the time to write testimony and educate the community and legislators about why this legislative bill should become law.

The new Universal Seat Belt bill was signed into law during a news conference to launch the national Click It or Ticket (CIOT) mobilization. The new law requires Hawaii motor vehicle occupants to wear a seat belt or use



a child restraint in every seating position. The Hawaii Department of Transportation (HDOT) helped promote the new law through both earned and paid media/education campaigns, which included posters, sign waving events and media interviews, as well as television and radio public service announcements.

Under this new law, the HDOT and its partners continued to reduce the number of unrestrained fatalities while increasing compliance with Hawaii's seat belt and child restraint laws. Hawaii's post-2013 CIOT seat belt observational survey showed that seat belt usage rate increased slightly from 93 percent to 94 percent.



Law Enforcement Activities

Throughout the year, all four of Hawaii’s county police departments enforced Hawaii’s seat belt and child restraint laws and worked diligently to support the national occupant protection mobilizations. Each county also stepped up its night time seat belt enforcement, sometimes using nontraditional and innovative techniques. A total of 6,167 seat belt and 331 child restraint citations were issued during the grant period.

Along with enforcement efforts, the Hawaii County Police Department (HCPD) again used its highly successful CIOT basketball and volleyball tournaments to educate elementary, intermediate and high school students and their families about seat belts and child restraints. During the grant period, there were 11 tournaments, with police officers conducting seat belt/child restraint presentations to 685 participants, and 2,400 spectators. Additionally, the tournaments generated extensive earned media coverage, which further promoted the CIOT message.



Occupant Protection Enforcement Statistics (Oct. 1, 2012 - Sept. 30, 2013)

	Honolulu	Hawaii	Maui	Kauai	Total
Grant-Funded Seat Belt	3,868	837	1,117	345	6,167
County-Funded Seat Belt	2,992	3,755	1,005	623	8,375
Grant-Funded Child Restraint	187	40	78	26	331
County-Funded Child Restraint	787	586	189	15	1,577

CHILD PASSENGER SAFETY

Protecting Our Most Vulnerable Passengers

The Hawaii Department of Transportation (HDOT) is strongly devoted to protecting our most precious cargo – our children. Ensuring that Hawaii's keiki (children) are safe while traveling our roadways remains a top priority. Hawaii's Governor Neil Abercrombie emphasized this commitment in his proclamation of National Child Passenger Safety Week in September, in recognition and support of Child Passenger Safety (CPS) and all the tireless work of our police departments, child safety advocates, partners and volunteers.

To support these efforts, federal grants were used to provide access to regularly scheduled community car seat checks, fitting stations and educational presentations for residents in all four counties. In addition, during Federal Fiscal Year (FFY) 2013, approximately 200 free car seats were given to families in need.

Community Programs and Training

In an effort to build a strong, cohesive CPS program statewide and in each of the counties, HDOT continued to host monthly meetings with CPS coordinators from each county. These meetings allowed the coordinators to report on issues seen in their local communities, review educational campaigns and brainstorm new initiatives to improve the CPS program to better serve the state.

HDOT also distributed grant funds to non-profit organizations Keiki Injury Prevention Coalition (Oahu) and the Hawaii Alliance for Community Health (Hawaii County), as well as government agencies such as the Kauai Police Department, the Honolulu Police Department and the Maui Police Department, to oversee and implement essential CPS efforts and training in their respective counties. This included working with local hospitals to coordinate car seat checks as well as traffic safety events.

Child Safety Seat Statistics (Oct. 1, 2012 - Sept. 30, 2013)

	Honolulu	Hawaii	Maui	Kauai	Total
4-Day Classes	3	3	1	1	8
Trained	33	41	3	5	82
Types of Participants	Judiciary, Police, Military, HDOT, Nurses, Health Center Staff	EMS, Fire, Police, Nurses, Community	Police, Nurses	Police, EMS, Judiciary	-----
Fitting Stations	8	4	4	2	18
No. Checked at Fitting Stations	1,358	261	33	N/A	
Community Car Seat Checks	11	11	16	3	41
Number of Seats Checked	505	107	246	61	919

Another important component of the CPS program is training, to adequately prepare new technicians while ensuring that existing technicians remain well-qualified and proficient. During FFY 2013, a total of eight CPS technician classes were held statewide, using the National Highway Traffic Safety Administration (NHTSA) 4-Day Standardized Curriculum. Attendees included police officers, emergency medical services personnel, nurses, firefighters and members of the military. As a result of the trainings, Hawaii now has 82 new CPS technicians.

In addition, HDOT coordinated a statewide technician update with nationally recognized instructor Robert Wall. More than 70 technicians and instructors attended the two-day training to learn about national updates, new safety systems and new child safety seats that were entering the consumer market.

Law Enforcement Initiatives

All four county police departments continued to enforce Hawaii's child restraint laws with overtime enforcement and roadblocks to check for child safety seat violations. Officers also assisted with child restraint seat inspections and installations at community car seat checks. Their vigilance resulted in 331 child restraint citations using grant funds and 1,577 child restraint citations using county funds. Furthermore, the departments worked with the Hawaii Department of Education to conduct year-round education and enforcement during drop-off and pick-up periods at public schools statewide.

POLICE TRAFFIC SERVICES

Improving Crash Investigations



The goal of the Police Traffic Services grants is to ensure traffic investigators receive training in basic, advanced and other traffic-related investigative courses. In addition to improving traffic investigative techniques, funding is used to purchase equipment that increases officers' efficiency in investigating and documenting crash scenes. Training also reduces the time it takes to complete motor vehicle crash investigations.

The Honolulu Police Department (HPD) hosted three Institute of Police Technology and Management (IPTM) courses in Honolulu. The classes offered were: "Advanced Traffic Crash Investigation," "Advanced Pedestrian/Bicycle Crash Investigation" and "Human Factors in Traffic Crash Reconstruction." Additionally, HPD purchased 45 digital recording devices for conducting interviews at crash sites.

Three Kauai Police Department officers attended and passed both the IPTM "Advanced Traffic Investigation" and "Advanced Pedestrian/Bicycle Crash Investigation" courses on Oahu.



Three Maui Police Department (MPD) officers attended and passed the IPTM "Advanced Pedestrian/Bicycle Crash Investigation" course on Oahu. MPD also used grant funds for two officers to attend a Crash Data Recorder Data Analyst Certification Course and CD-R Summit and two Traffic Investigators to attend the ARC-CSI Crash Conference. In addition, MPD used funds to update its Visual Statement FX program.

During the grant period, the Hawaii County Police Department was not able to send any of their personnel to the three IPTM training sessions as their officers had not yet taken the prerequisite classes.

Traffic Safety/Law Enforcement Liaison

The HDOT continued to fund the Traffic Safety/NHTSA Law Enforcement Liaison (LEL) position. In addition to monitoring Hawaii's Ignition Interlock Program and traffic safety-related legislation, the LEL assisted with the statewide Hawaii Impaired Driving Task Force and the Hawaii Traffic Records Coordinating Committee meetings. He also attended the Lifesavers Conference, NHTSA Regional Leadership Meeting, Traffic Injury Research Foundation's Annual International Alcohol Interlock Symposium, 38th International Forum on Traffic Records and Highway Information Systems and the Governor's Highway Safety Association Conference to obtain updated information to improve our traffic safety programs.

DISTRACTED DRIVING

New Law Prohibits Using Electronic Mobile Devices While Driving

Governor Neil Abercrombie proclaimed April “Distracted Driving Awareness Month” at a proclamation signing with representatives from the Honolulu Police Department (HPD), Hawaii County Police Department (HCPD) and Maui Police Department (MPD) present. The event, held on March 19, 2013, was the first time that HDOT participated in NHTSA’s Distracted Driving Awareness Month.

In addition to the proclamation signing, HDOT launched a statewide media campaign to raise awareness about distracted driving in April 2013. A distracted driving public service announcement (PSA) that aired on television and in movie theaters focused on the distracted driving behavior of texting and warned viewers to “End distracted driving, before it ends you.” A radio PSA was also produced to discourage listeners from driving distracted, especially using an electronic mobile device.

Effective July 1, 2013, Hawaii enacted a state law prohibiting the use of handheld electronic mobile devices while driving. Prior to the law, Hawaii’s four counties enforced their respective county ordinances that made it a violation to use a cell phone, MP3 player, gaming devices and other handheld electronic mobile devices while driving.

During the grant period, all four county police departments received grant funds to conduct overtime enforcement of their electronic mobile device ordinances. This resulted in a total of 6,403 grant-funded citations.

The HPD issued a total of 12,320 citations to drivers who were using mobile electronic devices while driving, which included 3,822 citations issued on grant-funded overtime. HPD also conducted 98 traffic safety talks/presentations that addressed the dangers, consequences and penalties of distracted driv-

ing. HPD officers distributed distracted driving flyers to approximately 75,000 attendees at community events. These flyers offered tips on how to avoid distracted driving.

The MPD issued a total of 2,664 citations for distracted driving, which included 1,065 citations issued on grant-funded overtime. Additionally, MPD issued 93 citations for other violations. They also participated in two traffic safety events and disseminated information regarding the prohibited use of electronic mobile devices while operating a motor vehicle.



The HCPD issued a total of 2,728 electronic mobile device citations, which included 1,254 citations issued on grant-funded overtime. HCPD conducted 134 distracted driver checkpoints, which included 477 electronic mobile device citations. Additionally, they issued 1,230 citations (486 other, 398 seat belt, 293 moving, 39 speeding, and 14 child restraint). A media release was distributed to inform motorists of the increased enforcement and dangers of distracted driving, and nine violation letters were sent to registered owners of vehicles that were seen by the public using a electronic mobile device while driving.

The Kauai Police Department issued a total of 936 distracted driving citations, which included 262 citations issued on grant-funded overtime.



Distracted Driving Enforcement Statistics (Oct. 1, 2012 - Sept. 30, 2013)

	Honolulu	Hawaii	Maui	Kauai	Total
Grant-Funded Distracted Driving Citations	3,822	1,254	1,065	262	6,403
County-Funded Distracted Driving Citations	8,498	1,474	1,599	674	12,245

PEDESTRIAN & BICYCLE SAFETY

Public-Private Partnerships Keep Safety Top of Mind

With beautiful, year-round weather, walking and biking are healthy and attractive modes of transportation in Hawaii, especially on the most populated island of Oahu. The Hawaii Department of Transportation (HDOT) and our partners continue to seek new ways to protect these vulnerable roadway users.

During the grant period, there were 18 pedestrian fatalities on Oahu, a slight increase from FFY 2012. With more than 80 percent of Hawaii's population living in the City & County of Honolulu, which comprises the entire island of Oahu, the majority of the pedestrian fatalities proportionately occurred in this county.

Walk Wise Hawaii

The HDOT contracted The Limtiaco Company to continue its Walk Wise Hawaii (WWH) initiatives to increase awareness of pedestrian safety through community events, presentations and media events.



One of the main components of the WWH program is the Speakers Bureau, which continued to reach out to both the general public and senior citizens. During the grant period, the volunteer speakers conducted 30 presentations, which were attended by 3,075 people.

Creating media events and finding media opportunities for pedestrian safety was another component of the program. The WWH program received over 1.9 million media impressions in print, television and radio media during the grant period. The calculated value of all the earned media was \$167,078.

In addition to earned media, The Limtiaco Company created a new public service announcement to remind drivers that pedestrians may be blocked from view by stopped vehicles and to slow down and be prepared to stop for pedestrians. The new spot was shown in movie theaters and on television statewide.

Strong partnerships with public and private organizations enabled the WWH program to expand and thrive. The partners during the grant period included the four county police departments, AAA Hawaii, AARP Hawaii, Farmers Insurance Hawaii, Kamaaina Kids (child care provider) and McDonald's Restaurants of Hawaii. Government partners such as the Federal Highway Administration, the City & County of Honolulu's Department of Transportation Services (DTS) and the State departments of Health and Education provided manpower and other resources to increase pedestrian safety.



The highlight of the program continued to be Pedestrian Safety Month. Governor Neil Abercrombie launched the fourth annual campaign by proclaiming that the entire month of August would be dedicated to pedestrian safety awareness. A variety of pedestrian safety events were held statewide throughout the month, including sign waving events, presentations, pedestrian decoy operations and a poster contest for elementary school students. The top two posters, along with pedestrian safety tips, were printed on tray liners used at all McDonald's Restaurants of Hawaii locations throughout August.

City & County of Honolulu's Department of Transportation Services

The DTS partnered with the HDOT's WWH program and other local programs to educate the community about pedestrian safety.

DTS launched the grant period with a “Be Safe Be Seen” Halloween safety news conference with the Mayor of the City & County of Honolulu. The campaign reminded young children and their parents to be careful while trick or treating. Retro-reflective stickers and pedestrian safety flyers were distributed to approximately 68,000 children during the campaign.

DTS partnered with the Hawaii Department of Education to distribute pedestrian safety information to 65,000 Oahu public school children, kindergarten through 5th grade, statewide.

To engage young children, DTS created a superhero character called “Ped Man” who appeared on education materials and even made appearances at pedestrian presentations at local schools. “Ped Man” visited 11 schools and educated approximately 1,181 students.

Additionally, DTS promoted pedestrian and bicycle safety through events such as National Night Out, the Prime Time Wellness Fair, the Hawaii Pet Expo and the Good Life Expo, which is Hawaii’s premier event for senior citizens.

The Honolulu Police Department

The Honolulu Police Department (HPD) concentrated on enforcement and education to change the behavior of both pedestrians and drivers as it related to obeying pedestrian laws to reduce deaths and injuries. Using grant funds, HPD conducted 29 pedestrian decoy operations that resulted in 914 pedestrian violation citations and 1,045 other types of citations.



In addition to the decoy operations, the HPD officers looked for and cited both drivers and pedestrians who violated the law. Using grant funds, HPD issued an additional 1,549 pedestrian violation citations, 760 other types of citations and made two arrests.

Along with enforcement, they have been educating the public through various means such as conducting 98 informational presentations and community outreach events to reach 74,600 drivers and pedestrians, and reminding them about the law and safe driving and walking habits.

MOTORCYCLE & MOPED SAFETY

An Ongoing Commitment to Reduce Fatalities



The State of Hawaii saw its lowest number of motorcycle fatalities in 2013 since 2009. From January 2013 to the end of September 2013, there were 11 motorcycle deaths compared to 33 in 2012 during the same time period. Even with this reduction in fatalities, motorcycle safety remains a top priority.

The Hawaii Department of Transportation kicked off national Motorcycle Safety Month in May with an educational media campaign. Television, movie theater and radio ads served to remind motorists to “Look Twice for Motorcycles.”

A much-needed and anticipated motorcycle safety training range in Hilo, Hawaii, was completed at the end of September 2013. Its first training class, from December 27 - 29, 2013, was led by instructors from Oahu’s Leeward Community College.

Despite the challenges of bringing motorcycle safety training to the island of Hawaii, a training facility was much needed, as evidenced by the disproportionately high percentage of motorcycle deaths on that island. In 2012, Oahu represented 67 percent of the registered motorcycles and scooters for the state while Hawaii Island only represented 15 percent of those registered. However, Oahu represented 49 percent of the fatalities and Hawaii Island represented an alarming 32 percent. According to Hawaii County Police Department, of the 12 fatalities on the island that year, 10 of them were not licensed to operate a motorcycle.

From January 2013 to September 2013, Leeward Community College provided training for 1,300 students, Maui provided training for 151 students, and Kauai taught 30 students. With more than 400 on the waiting list for training on the island of Hawaii, we anticipate that the numbers of those trained and licensed will result in a decrease in fatalities on that island.

With the expansion of the basic rider courses, more advanced rider courses were needed to

ensure that our current motorcycle operators are comfortable on the road with their personal motorcycles. Almost half of the fatalities from 2010 to 2012 (49 percent) involved motorcycle maneuvering, such as negotiating a turn. A company named Total Control has been contracted to train the trainers on the safest, most up-to-date techniques for advanced riding skills.

Where the Basic Rider Course (BRC) teaches the novice rider the basic components and operation of the motorcycle and road rules, the advanced rider courses address the real-world conditions of riding personal motorcycles at posted speed limits and how that affects their maneuvering techniques. The advanced rider courses will address those that are ready to move on to the next level, those not comfortable on their new motorcycles, and older riders who haven’t been on a motorcycle in several years but have decided to take it up again. With the average age of the motorcycle fatalities being 43 years old and trending older, this will be an important course to offer in the future.



EMERGENCY MEDICAL SERVICES

Protecting Those Who Protect Us

In emergencies, the chances of survival for motor vehicle accident victims are greatest if they receive care within the “golden hour.” Thus, it is vitally important that first responders treat their patients effectively and quickly while ensuring their own safety and protection. During FFY 2013, the Highway Safety Section issued six grants to the counties’ fire departments to purchase emergency equipment and to conduct motor vehicle crash response training.

Maui Fire Department Pneumatic Air Bags

Maui Fire Department purchased seven pneumatic air bags to use when responding to major car crashes. Since they received the equipment, the fire fighters have used the air bags at 15 crash scenes to quickly and safely extricate victims who may be pinned within a vehicle. It is important to note that none of the first responders were injured when attending to these crash scenes.

Kauai Fire Department First Responder Safety

A total of three grants were issued to the Kauai Fire Department (KFD) to enable first responders to work safely and more efficiently. The first grant allowed KFD to purchase nine sets of electronic flare systems to create a safety zone when responding to motor vehicle crashes in dark, rural areas. The second grant provided funds to purchase 138 pairs of safety glasses to protect fire department personnel from injury when extricating motor vehicle crash victims from vehicles. The third grant was used to conduct advanced extrication train-the-trainer classes to fire department personnel so



that they have a better understanding of hybrid vehicles and how to mitigate potential risks at crash scenes with these types of vehicles. A total of five personnel were trained and are now beginning to train the rest of the fire department personnel.

Honolulu Fire Department Traffic Cones

Traffic congestion in the densely populated City & County of Honolulu poses extra challenges and increases the risks of additional injuries when first responders are at motor vehicle crash sites. To create a highly visible safety zone, the Honolulu Fire Department used grant funds to purchase 85 collapsible orange nylon traffic cone sets with internal cone lights. The cone sets were distributed to each response vehicle.

Hawaii Fire Department Pediatric Spinal Boards

To better protect and treat children injured in motor vehicle crashes, Hawaii Fire Department personnel used grant funds to purchase

40 specialized Pediatric Spinal Immobilization devices (Pedi-Boards) with patient management sleeves and Broselow Medical tape. Each Advanced Life Support ambulance received two of the Pedi-Boards with corresponding training. First responders have begun to use the new equipment and report that it is very effective in better protecting injured children.



SPEED CONTROL

Putting the Brakes on Speeding

Speeding continues to be a contributing factor in traffic-related fatalities on Hawaii’s roadways. In calendar year 2012, 67 out of 126 fatalities, or 53 percent, were attributed to speeding. All four county police departments in Hawaii demonstrated that the most effective countermeasure to combat this problem is consistent enforcement of speeding laws.

Consistent and Strict Enforcement

Grant funding made a significant difference by putting the brakes on speeding to make Hawaii’s roadways safer. The police departments received grant funding to conduct specialized speed enforcement on Hawaii’s roadways, particularly in areas that were the most prone to speeding.

On Oahu, the Honolulu Police Department (HPD) invested 2,760 hours of overtime for speed enforcement, including four Speeding People Endanger Everyone Driving (SPEED) enforce-

ment operations on the island’s freeways and highways. A SPEED operation entails deploying a team of 10 to 15 officers to a selected location to concentrate efforts to catch speeders. With the special operations and regular, overtime enforcement, HPD issued a total of 9,094 citations for speed-related offenses, 1,354 citations for other violations and made 36 arrests.

Hawaii County Police Department (HCPD) conducted 346 speed checkpoints island wide, with more than 70 percent of the checkpoints on major highways and/or roadways where the majority of speeding violations and major traffic crashes occur. In addition, there were four island-wide mobilizations, one in each quarter of the federal fiscal year. During these mobilizations, patrol officers and the Traffic Enforcement Unit officers conducted 47 speed checkpoints that resulted in 204 speeding citations, 56 other citations, 56 moving citations, 11 seat belt citations, six electronic mobile

device citations and one child restraint citation. Officers also made six other arrests and one Operating a Vehicle Under the Influence of an Intoxicant (OVUII) arrest. Altogether, as a result of the mobilizations and grant-funded overtime enforcement, HCPD issued a total of 1,481 speeding citations, 661 other citations, 366 moving citations, 54 seat belt citations, 27 electronic mobile device citations and 15 child restraint citations. Officers also made 31 other arrests and nine OVUII arrests.

In Maui County, the Maui Police Department’s (MPD) Operation SPEED and regular, overtime speed enforcement resulted in 1,558 speeding citations, 67 other citations and 24 arrests. A StealthStat Speed Data Collection Unit was used to record data at specific locations, with the data distributed to the appropriate districts for targeted speed enforcement. Unfortunately, MPD’s union was reviewing the department’s Standard Operating Procedures from February 2013 and throughout the third quarter, so overtime enforcement activities were not allowed during this period.

The Kauai Police Department (KPD) maintained continuous, year-round speed enforcement that yielded 670 speeding citations, which included violations in construction/school zones and for excessive speeding.

Speed Enforcement Statistics (Oct. 1, 2012 - Sept. 30, 2013)

	Honolulu	Hawaii	Maui	Kauai	Total
Grant-Funded Speed Citations	9,094	1,481	1,558	670	12,803
County-Funded Speed Citations	35,867	9,816	2,299	1,819	49,801

Tools and Training

Grant funds were also used to better equip officers with the tools and training necessary to curb speeding:

- » HPD purchased 14 laser speed detectors that were distributed to patrol districts to increase the amount of officers who may conduct speed enforcement.
- » MPD purchased one LTI 20/20 Ultralyte unit and one LTI 20/20 TruSpeed unit, and conducted a speed laser instructor training November 7-9, 2012.
- » KPD purchased three LTI laser speed guns and held its speed laser instructor training January 28-30, 2013.
- » In addition to purchasing 10 LTI TruSpeed laser units for the Kona, South Hilo and Puna patrol districts, HCPD purchased four StealthStat Speed Data Collection Units and a Stalker Speed Trailer.

These enforcement operations and initiatives resulted in a total of 12,803 speeding citations statewide, thanks to grant funds.



Public Education

Each county police department supplemented enforcement with additional measures to educate the public on the dangers and consequences of speeding.

KPD strategically displayed banners and signs along Kauai roadways.

MPD, HPD and HCPD all used earned media coverage to warn the community that officers are enforcing speeding and other traffic laws continuously and throughout the year. MPD also utilized speed-monitoring trailers as a deterrent to speeding motorists.

TRAFFIC RECORDS

Improving Data Systems

The Hawaii Traffic Records Coordinating Committee (HTRCC) is diligently working to improve Hawaii's Traffic Safety Information Systems. Timely, accurate, consistent, uniform, accessible and integrated data is vital to identifying problem areas, setting goals and evaluating progress. The committee identified several key priority areas:

- » Developing an electronic crash data transfer system directly linking the county police departments and Hawaii Department of Transportation (HDOT) so that Motor Vehicle Accident Reports (MVAR) can be submitted in a more timely manner;
- » Continuing efforts to link and analyze MVAR, Emergency Medical Services (EMS) and Emergency Department inpatient data; and
- » Improving the Hawaii EMS Information System (HEMSIS).

The committee also addressed recommendations from Hawaii's 2011 Traffic Records Assessment and strategies from Hawaii's Strategic Highway Safety Plan (SHSP).

HDOT MVAR Data Transfer

One of the major concerns noted in the Traffic Records Assessment Report was the timeliness of getting traffic crash data from the county police departments to HDOT's Traffic Branch. As a result, HDOT enlisted the services of the Hawaii Information Consortium (HIC) – a local organization that cooperates with other state and county agencies to develop, manage and maintain online applications and systems. HIC is able to collect the MVARs electronically, convert them into a format readable by HDOT, and transfer them electronically to the HDOT's Traffic Accident Reporting System (TARS),

which houses the data. Although HIC has been working with the county police departments to build their interfaces for the system, it was unable to start project activities with the HDOT Traffic Branch during the grant period because the Statement of Work (SOW) between HDOT and HIC is still being reviewed by both parties.

HDOT Traffic Records Forum

The HDOT is in the process of upgrading TARS and improving its system to allow for better and more efficient data management. The HDOT has been consulting with other states and researching best practices to build this upgraded system. This included sending three representatives – the Traffic Safety Unit Head, the Traffic Accident and Statistics Unit Head, and the Division Data Processing Coordinator – to the 38th International Forum on Traffic Records and Highway Information Systems in Biloxi, Mississippi. As a result of the conference, HDOT attendees learned about the successes and challenges other states faced in motor vehicle accident electronic data transmission; connected with consultants who may assist HDOT in this project; and became aware of available safety accident analysis tools and other new technologies that can help with Hawaii's information systems.

County Police Departments

FFY 2013 saw great strides in MVAR data transfer. All four county police departments were greatly involved in the project, attending monthly HTRCC meetings and working closely with HIC to build interfaces that would allow electronic submission of crash data to TARS. Maui Police Department's (MPD) Records Management System (RMS) has been programmed to regularly upload major MVARs to the HIC data repository every morning. Using MPD as a model, HIC worked with the other po-

lice departments and their respective vendors to create a similar system.

Unfortunately, even with the project's momentum and achievements, there were unexpected delays due to issues with the departments and vendors, including lack of communication, inability to meet deadlines, and internal transfer of personnel. As a result, several grant-funded activities did not take place. The Kauai Police Department (KPD), Hawaii County Police Department (HCPD) and the Honolulu Police Department (HPD) were unable to build data export functions into their RMS. Towards the end of FFY 2013, a few of those issues were being resolved, and the HTRCC is hopeful that the successful launch of the data export interfaces and complete transfer to TARS will be accomplished in FFY 2014.

KPD did use grant funds to purchase a Leica ScanStation C10, forensic mapping equipment that will improve timeliness and completeness in the department's crash investigation data collection. Grant funding was also used to train officers to use the ScanStation and to purchase supplemental accessories to allow remote scanning of crash scenes.

In addition, representatives from HPD, HCPD and MPD attended the 38th International Forum on Traffic Records and Highway Information Systems in Biloxi, Mississippi.

Department of Health HEMSIS/NEMSIS

Improvements and upgrades in the Department of Health's Injury Surveillance System, known as HEMSIS, continue through key project activities. The HEMSIS User Conference, held on Hawaii Island April 17-19, 2013, provided first responders, HEMSIS users, DOH representatives, HTRCC members and law enforcement personnel with valuable software training as

well as updates on national activities and progress on NEMSIS 3.0 implementations. Attendees also learned about data collection issues, problems and solutions.

A Computer-Aided Dispatch (CAD) interface was deployed in Hawaii County and merged with HEMSIS. CAD data such as time elements, dispatch complaints, location, etc. is captured in the Hawaii Fire Department (HFD) CAD system and then pushed to the HFD mobile units for digital reporting. Having the information automatically populate the forms allows EMS providers to focus their attention on patient care. The CAD system also reduces human error in inputting information into the system, along with eliminating dual entries of location and event times.

In addition, DOH moved forward on its Mobile Access Points project. Mobile routers and software licenses were purchased and installed in ambulances statewide to enhance the collection/capture of accurate longitude/latitude data for crash sites that EMS responds to.

Semi-monthly HEMSIS Data and Injury Records Committee meetings were conducted throughout the year. During these teleconference meetings, the committee discussed data quality issues that were occurring; updates on national data requirements; and national EMS information system developments and trends.

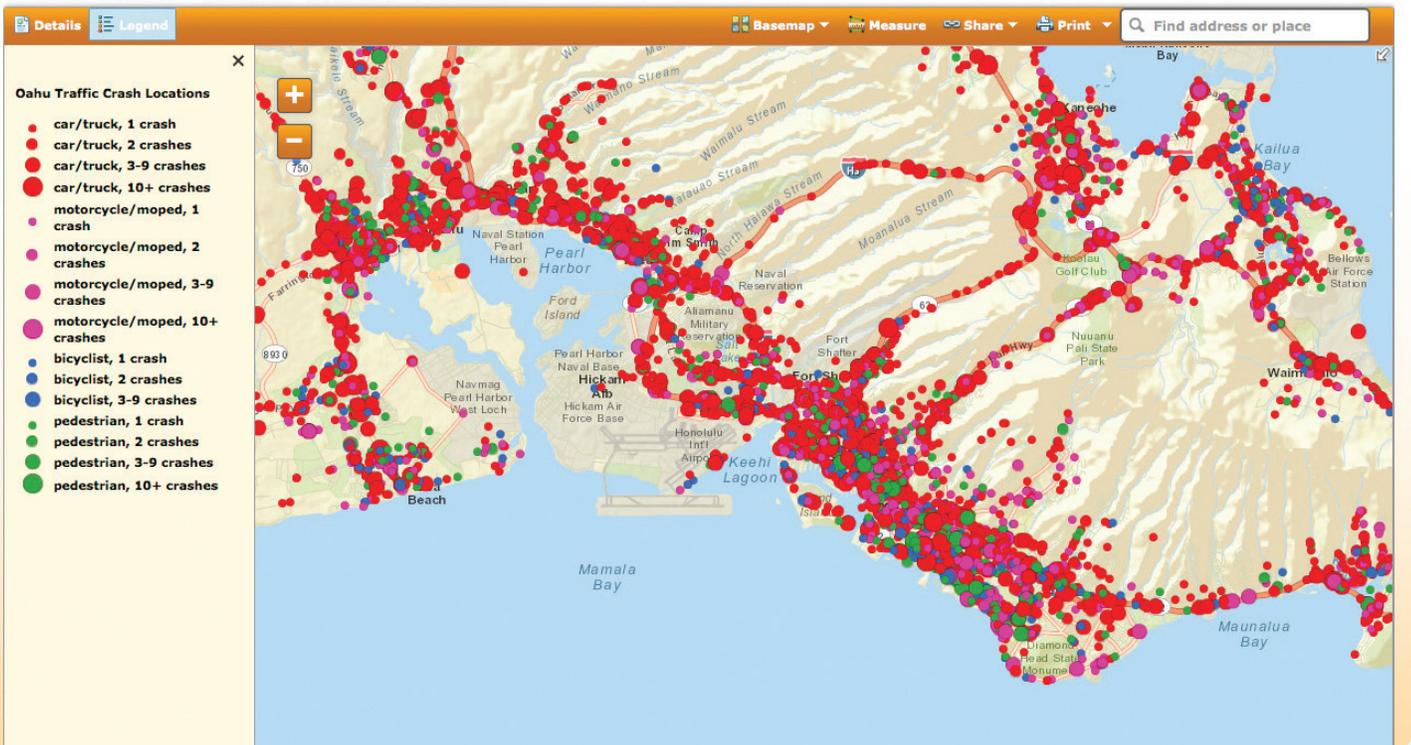
A laptop computer was purchased to assist in sharing large data sets with traffic safety partners and for data presentations.

To keep abreast of traffic records trends and activities, a representative from DOH's EMS and Injury Prevention System Branch participated in the monthly HTRCC meetings and attended the 38th International Forum on Traffic Records and Highway Information Systems.

Judiciary Citation Software

Funds were allocated for the purchase of software needed to interface between the police departments' e-citation information systems and the Judiciary Information Management System. However, this project was put on hold when the HTRCC decided that its primary focus would be on the electronic crash data transfer system.

Oahu Motor Vehicle Crash Locations





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DEPARTMENT OF TRANSPORTATION

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