

Hawaii State
Department of Transportation
Federal Fiscal Year 2014

Highway Safety Annual Report



During Federal Fiscal Year (FFY) 2014, the Hawaii Department of Transportation's (HDOT) Highway Safety Section continued to work diligently and closely with our traffic safety partners to keep the traffic safety program moving forward.

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A major accomplishment for the traffic safety community was the update of Hawaii's Strategic Highway Safety Plan (SHSP). Spearheaded by the HDOT, the Hawaii State Department of Health and the Federal Highway Administration, this collaborative, statewide effort involved government and community stakeholders from traffic safety, public safety, law enforcement, judiciary, highway design, first responders and data management working to evaluate the existing plan (2007-2012) and develop new strategies for the next five years (2013-2018), focusing efforts and resources in eight emphasis areas. Each strategy is part of a multi-faceted solution envisioned by the stakeholders to improve traffic safety in Hawaii and to reduce the number of traffic-related fatalities and injuries.

Our Highway Safety Section used the 2007-2012 SHSP and the updated 2013-2018 SHSP as guiding forces to determine which projects and initiatives to fund and undertake in order to best address Hawaii's traffic safety issues.

Reducing Impaired Driving on Hawaii's Roadways

In Hawaii, impaired driving is one of the leading contributing factors in traffic-related deaths and injuries. To address this overwhelming issue and the challenges we must overcome, a statewide Impaired Driving Task Force was reestablished in July 2013. This task force meets quarterly, with subcommittees meeting more frequently, to discuss and implement prioritized strategies. Many of these strategies directly relate to drugged driving. Like other states in the nation, driving while under the influence of drugs is a growing concern in Hawaii, whether it is prescription or illegal substances. We have worked hard to expand our Drug Recognition Expert (DRE) program to major law enforcement agencies in all four counties. Currently, Hawaii has more than 60 DREs and 20 DRE instructors, with at least two certified DRE instructors in each county to assist with trainings and recertifications.

HDOT also worked closely with law enforcement to provide specialized, DRE-related training to key traffic safety partners, including district court judges, prosecutors and other law enforcement officers. One of these trainings, the Advanced Roadside Impaired Driving Enforcement (ARIDE) course, has become a prerequisite for DRE School and gives officers an introduction into the DRE program and drug-impaired driving. During FFY 2014, ARIDE was held in each county and included students from the police departments, Sheriff Division, military security forces and the National Security Agency, as well as observers from the county prosecuting attorneys' offices. Following ARIDE, the Honolulu Police Department hosted DRE Instructor Training, DRE School and Certification Nights. As a result of these trainings, Hawaii certified 15 new DREs and seven new DRE instructors.

Another key strategy within the SHSP and the Hawaii Impaired Driving Plan developed by the task force is the establishment of a pilot DWI Court in Honolulu. The program, which strives to reduce recidivism, is in its second full year and recently celebrated the graduation of three repeat offenders from DWI Court, bringing the total number of graduates to five. Currently, the program has 23 participants enrolled in the program with more on the waiting list. While these numbers may seem insignificant, we are excited about the progress the program enrollees have made in their own lives, along with the removal of repeat offenders from our roadways.

To remind the public about the hazards of impaired driving, HDOT created two new public service announcements (PSA). One PSA informed drivers that driving while impaired on prescription drugs is illegal and dangerous, likening it to driving while drunk. The second spot advised drinkers to choose a sober driver to be the designated driver, not the least drunk person. These PSAs were launched during the two "Drive Sober or Get Pulled Over" national crackdowns and aired on television and in movie theaters.

Pilot Project to Integrate Crash Data Moves Forward

In this day and age, having the most updated information quickly and easily is not only desirable; it's expected. The State of Hawaii aims to improve upon timeliness in crash data through a number of traffic records-related projects, namely the use of electronic Motor Vehicle Accident Reports by the police departments, necessary upgrades to HDOT's Traffic Accident Reporting System (TARS), and electronic transfer of crash reports from the police departments to TARS. Working with the Hawaii Information Consortium (HIC), Maui Police Department completed a pilot project that electronically transfers valuable crash data directly from the department's Records Management System to HIC's data repository, for final transfer to HDOT's system. As of April 30, 2014, a total of 4,422 electronic MVARs were successfully transferred and housed in the repository.

Future Plans

Looking towards the future, HDOT will work with our traffic safety partners to implement priority strategies within our SHSP, including those that address our growing drugged driving problem and pedestrian safety. We will look to innovative methods of tackling traffic safety, such as venturing more into the realm of social media and web-based communications.

As always, we remain dedicated to ensuring that Hawaii's roadway users arrive at their destinations safely, regardless of their mode of transportation. We will continue to reevaluate our processes and projects to maximize their outcomes and ensure that we are moving towards the ultimate goal of zero fatalities.

Sincerely,



FORD N. FUCHIGAMI
Director of Transportation
Governor's Highway Safety Representative

Core Performance Measures

H A W A I I

Traffic Safety

Core Outcome Measures*

C-1 Traffic Fatalities (FARS)

Goal: Decrease the number of motor vehicle fatalities to 115 or fewer by the end of FFY 2014.

Result: During calendar year 2013, there was a total of 102 traffic fatalities.

C-2 Total Serious Injuries

Goal: Decrease the number of serious injuries in traffic crashes to 250 or fewer by the end of FFY 2014.

Result: During calendar year 2011, the most current state data available, there were 379 serious traffic injuries.

C-3 Total Fatalities/VMT

Goal:

- 1) Decrease the number of fatalities/VMT to 1.0 by the end of FFY 2014.
- 2) Decrease the urban fatalities/VMT rate to .40 by the end of FFY 2014.
- 3) Decrease the rural fatalities/VMT rate to .60 by the end of FFY 2014.

Result:

- 1) The 2012 fatalities/VMT rate was 1.25.
- 2) The 2012 urban fatalities/VMT rate was 2.37.
- 3) The 2012 rural fatalities/VMT rate was 0.90.

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

Goal: Decrease the number of unrestrained passenger vehicle occupant fatalities to 12 or fewer by the end of FFY 2014.

Result: In calendar year 2013, there was a total of 23 unrestrained motor vehicle fatalities.

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 to 45 or fewer by the end of FFY 2014.

Result: There was a total of 33 alcohol-impaired driving fatalities in calendar year 2013.

C-6 Number of Speeding-Related Fatalities

Goal: Decrease the number of speeding-related fatalities to 38 or fewer by the end of FFY 2014.

Result: During calendar year 2013, there were 44 speeding-related fatalities.

C-7 Motorcyclist Fatalities

Goal: Decrease the number of motorcyclist fatalities to 35 or fewer by the end of FFY 2014.

Result: During calendar year 2013, there were 29 motorcyclist moped fatalities.

C-8 Number of Unhelmeted Motorcyclist Fatalities

Goal: Decrease the number of unhelmeted motorcyclist fatalities to 25 or fewer by the end of FFY 2014.

Result: During calendar year 2013, 19 of the 29 motorcyclist fatalities were not wearing helmets.

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

Goal: Decrease the number of drivers 20 or younger involved in fatal crashes to 5 or fewer by the end of FFY 2014.

Result: There were 9 drivers, age 20 or younger, involved in fatal crashes during calendar year 2013.

C-10 Number of Pedestrian Fatalities

Goal: Decrease the number of pedestrian fatalities to 23 or fewer by the end of FFY 2014.

Result: During calendar year 2013, there were 23 pedestrian fatalities statewide.

* Most recent officially released data from the Fatality Analysis Reporting System was used for the Traffic Safety Core Performance Measures.



Attitudinal Survey Results

SEAT BELT USE

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

| | October 2014 | May 2014 |
|------------------|--------------|----------|
| Always | 93% | 92% |
| Most of the time | 3% | 3% |
| Half the time | 2% | 2% |
| Rarely | 1% | 2% |
| Never | 1% | 1% |

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

| | October 2014 | May 2014 |
|------------------|--------------|----------|
| Always | 38% | 23% |
| Most of the time | 23% | 25% |
| Half the time | 8% | 19% |
| Rarely | 14% | 23% |
| Never | 17% | 10% |

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

| | October 2014 | May 2014 |
|-----|--------------|----------|
| Yes | 50% | 38% |
| No | 50% | 62% |

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

| | October 2014 | May 2014 |
|-----|--------------|----------|
| Yes | 83% | 80% |
| No | 17% | 20% |

SPEEDING

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

| | October 2014 | May 2014 |
|------------------|--------------|----------|
| Always | 4% | 5% |
| Most of the time | 17% | 15% |
| Half the time | 31% | 24% |
| Rarely | 23% | 28% |
| Never | 19% | 17% |
| Don't drive | 6% | 11% |

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

| | October 2014 | May 2014 |
|------------------|--------------|----------|
| Always | 0% | 0% |
| Most of the time | 1% | 4% |
| Half the time | 3% | 5% |
| Rarely | 35% | 33% |
| Never | 45% | 47% |
| Don't drive | 16% | 11% |

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

| | October 2014 | May 2014 |
|-----|--------------|----------|
| Yes | 49% | 43% |
| No | 51% | 57% |

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

| | October 2014 | May 2014 |
|------------------|--------------|----------|
| Always | 8% | 9% |
| Most of the time | 20% | 19% |
| Half the time | 34% | 35% |
| Rarely | 33% | 31% |
| Never | 3% | 3% |

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?

| | October 2014 | May 2014 |
|---------------|--------------|----------|
| None | 80% | 82% |
| At least once | 20% | 18% |

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?

| | October 2014 | May 2014 |
|-----|--------------|----------|
| Yes | 62% | 52% |
| No | 38% | 48% |

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

| | October 2014 | May 2014 |
|------------------|--------------|----------|
| Always | 17% | 16% |
| Most of the time | 23% | 26% |
| Half the time | 35% | 30% |
| Rarely | 21% | 24% |
| Never | 4% | 4% |

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

| | October 2014 | May 2014 |
|-----|--------------|----------|
| Yes | 49% | 46% |
| No | 51% | 54% |

Have you heard of Hawaii's impaired driving laws?

| | October 2014 | May 2014 |
|--|--------------|----------|
| The Hawaii Ignition Interlock Law | 34% | 34% |
| It is illegal to drive while impaired by prescription medication | 76% | 84% |

ADDITIONAL QUESTIONS – *Were you aware that...*

1. Occupant protection questions:

| | October 2014 | May 2014 |
|--|--------------|----------|
| Children under the age of 8 need to be in a child safety seat. | 88% | 87% |
| Child safety resources are available for free. | 44% | 40% |

2. Motorcycle safety questions:

| | October 2014 | May 2014 |
|---|--------------|----------|
| Scooters, unlike mopeds, require a motorcycle license to operate it. | 51% | 58% |
| Motorcycles need a greater distance to stop than a car does. | 58% | 55% |
| You should give at least a 2-3 second space behind a moving motorcycle. | 72% | 72% |
| Passengers on motorcycles under 18 years of age are required by law to wear a helmet. | 66% | 58% |

ANNUAL EVALUATION REPORT SUMMARY

| | 2010 | 2011 | 2012 | 2013 |
|---|-----------|-----------|-----------|-----------|
| Population | 1,363,731 | 1,376,897 | 1,390,090 | 1,404,054 |
| Vehicle Miles Traveled (Millions) – VMT | 9,995 | 10,066 | 10,050 | N/A |
| Traffic Fatalities | 113 | 100 | 125 | 102 |
| Traffic Fatalities & Serious Injuries | 467 | 379 | N/A | N/A |
| VMT Fatality Rate | 1.13 | 0.99 | 1.24 | N/A |
| VMT Fatality & Serious Injury Rate | 4.62 | 3.56 | N/A | N/A |
| Population Fatality Rate (100,000) | 8.29 | 7.26 | 8.99 | 7.26 |
| Registered Vehicle Fatality Rate | 9.81 | 8.26 | 9.54 | 7.44 |
| Population Fatality & Serious Injury Rate (100,000) | 34.24 | 27.53 | N/A | N/A |
| Alcohol-Impaired Fatalities (BAC=.08+) | 43 | 45 | 47 | 33 |
| VMT Alcohol Fatality Rate | 0.43 | 0.45 | 0.47 | N/A |
| Percent Population Using Seat Belts | 97.6% | 96% | 93% | 94% |
| Percent Fatal Vehicle Occupants Unbelted | 45% | 35% | 55% | 55% |



Federal Aid Reimbursement

F E D E R A L

| 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 | \$151,152.41 | \$0.00 | \$302,304.82 | \$151,152.41 | \$151,152.41 | \$0.00 |
| Emergency Medical Services | \$50,134.57 | \$50,134.57 | \$62,668.21 | \$50,134.57 | \$50,134.57 | \$0.00 |
| Motorcycle Safety | \$8,633.49 | \$0.00 | \$10,791.86 | \$8,633.49 | \$8,633.49 | \$0.00 |
| Occupant Protection | \$352,279.53 | \$88,017.47 | \$440,349.43 | \$352,279.53 | \$352,279.53 | \$0.00 |
| Pedestrian/Bicycle Safety | \$82,551.21 | \$72,828.27 | \$103,189.02 | \$82,551.21 | \$82,551.21 | \$0.00 |
| Police Traffic Services | \$325,629.55 | \$250,837.05 | \$407,036.94 | \$325,629.55 | \$325,629.55 | \$0.00 |
| Speed Management | \$391,965.17 | \$389,843.91 | \$489,956.47 | \$391,965.17 | \$391,965.17 | \$0.00 |
| Distracted Driving | \$277,533.80 | \$180,711.31 | \$346,917.27 | \$277,533.80 | \$277,533.80 | \$0.00 |
| NHTSA 402 TOTAL | \$1,639,879.73 | \$1,032,372.58 | \$2,163,214.02 | \$1,639,879.73 | \$1,639,879.73 | \$0.00 |
| 408 Data Program SAFETEA-LU Total | \$216,790.18 | \$52,912.37 | \$867,160.72 | \$216,790.18 | \$216,790.18 | \$0.00 |
| 410 Alcohol SAFETEA-LU Total | \$694,554.31 | \$578,514.45 | \$2,778,217.24 | \$694,554.31 | \$694,554.31 | \$0.00 |
| 2010 Motorcycle Safety Total | \$21,583.03 | \$0.00 | \$21,583.03 | \$21,583.03 | \$21,583.03 | \$0.00 |
| 405b High HVE Total | \$227,763.18 | \$227,763.18 | \$284,703.99 | \$227,763.18 | \$227,763.18 | \$0.00 |
| 405b High Community CPS Services Total | \$131,876.14 | \$131,876.14 | \$164,845.18 | \$131,876.14 | \$131,876.14 | \$0.00 |
| 405b OP High Total | \$37,087.46 | \$7,755.87 | \$46,359.33 | \$37,087.46 | \$37,087.46 | \$0.00 |
| MAP-21 405b OP High Total | \$396,726.78 | \$367,395.19 | \$495,908.50 | \$396,726.78 | \$396,726.78 | \$0.00 |
| MAP-21 405c Data Program Total | \$53,282.05 | \$53,282.05 | \$66,602.56 | \$53,282.05 | \$53,282.05 | \$0.00 |
| 405d Mid HVE Total | \$345,190.48 | \$345,190.48 | \$431,488.11 | \$345,190.48 | \$345,190.48 | \$0.00 |
| 405d Mid Paid/Earned Media Total | \$131,316.81 | \$0.00 | \$164,146.02 | \$131,316.81 | \$131,316.81 | \$0.00 |
| 405d Impaired Driving Mid Total | \$367,612.43 | \$106,843.13 | \$459,515.55 | \$367,612.43 | \$367,612.43 | \$0.00 |
| MAP-21 405d Impaired Driving Mid Total | \$844,119.72 | \$452,033.61 | \$1,055,149.68 | \$844,119.72 | \$844,119.72 | \$0.00 |
| 405f Motorcyclist Training Total | \$14,153.01 | \$0.00 | \$17,691.27 | \$14,153.01 | \$14,153.01 | \$0.00 |
| 405f Motorcyclist Awareness Total | \$2,665.09 | \$0.00 | \$3,331.36 | \$2,665.09 | \$2,665.09 | \$0.00 |
| 405f Motorcycle Program Total | \$45,666.59 | \$0.00 | \$57,083.24 | \$45,666.59 | \$45,666.59 | \$0.00 |
| MAP-21 405f Motorcycle Programs Total | \$62,484.69 | \$0.00 | \$78,105.87 | \$62,484.69 | \$62,484.69 | \$0.00 |
| NHTSA Total | \$3,929,420.49 | \$2,536,510.25 | \$7,525,941.62 | \$3,929,420.49 | \$3,929,420.49 | \$0.00 |
| Grand Total | \$3,929,420.49 | \$2,536,510.25 | \$7,525,941.62 | \$3,929,420.49 | \$3,929,420.49 | \$0.00 |

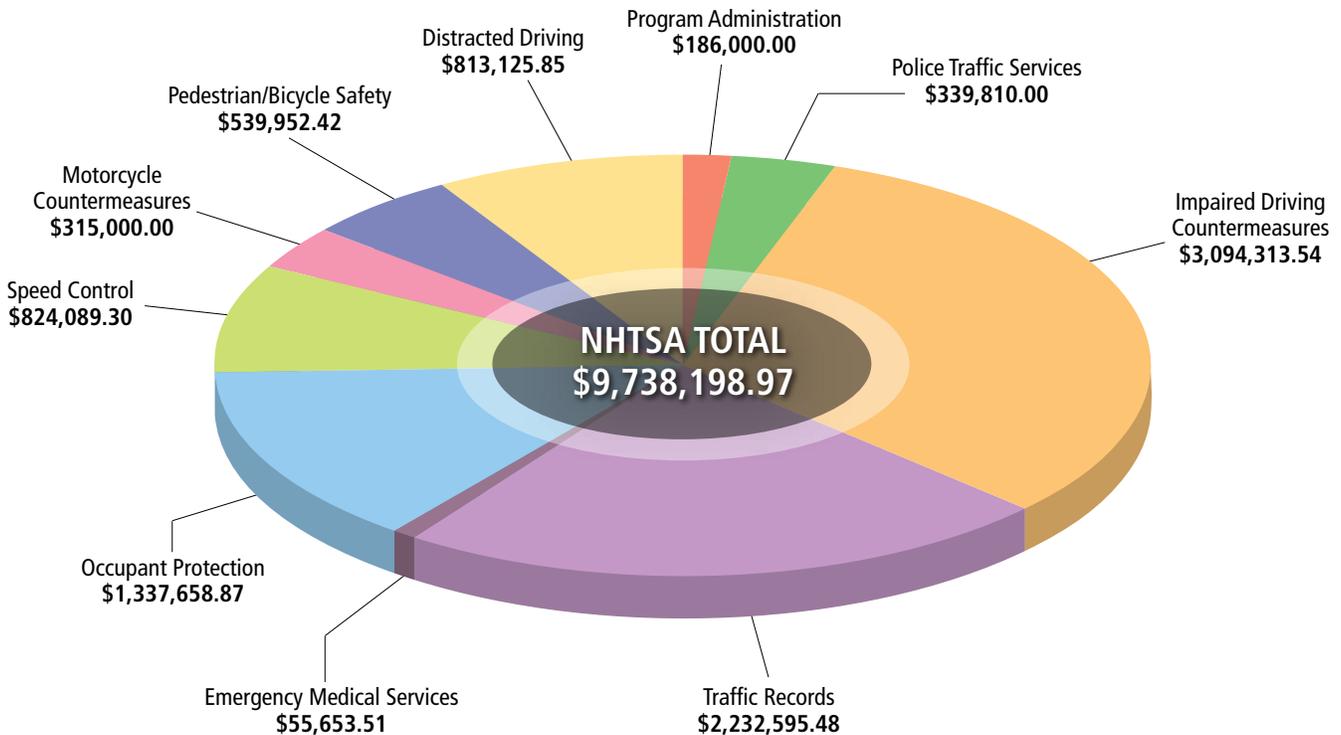
Program Administration

The primary function of the Highway Safety Section is to oversee the National Highway Traffic Safety Administration (NHTSA) grant program and other related traffic safety initiatives. As such, grant funds were used to pay the salary of the Highway Safety Manager and operating 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. The Fiscal Coordinator continued to provide much needed fiscal support for the Highway Safety Section staff. In addition to overseeing the NHTSA sub-grantee reimbursement process, the coordinator assisted with other grant-related duties such as general correspondence, maintaining the database/files of sub-grantees and ensuring compliance with Hawaii State procedures.

Hawaii Highway Safety Plan Federal Fiscal Year 2014 Funding



Program Areas

Impaired Driving Countermeasures

Although alcohol-impaired driving fatalities in Hawaii decreased from 38 percent in 2012 to 32 percent in 2013, impaired driving continues to be a priority for the Hawaii Department of Transportation (HDOT).

The state of Hawaii attempted to tackle this challenging issue of alcohol- and drug-impaired driving with a multi-faceted approach that included educational, enforcement, prosecutorial and judicial components.

Guiding impaired driving-related initiatives this past federal fiscal year was the Hawaii Impaired Driving Task Force. HDOT coordinated this statewide task force, working with key agencies to move forward

on prioritized strategies from the Impaired Driving Plan, organizing quarterly meetings, attending frequent subcommittee meetings, and ensuring that the task force remains on track to effectively combat impaired driving.

Education Campaigns

During Federal Fiscal Year (FFY) 2014, HDOT created two new public service announcements (PSA) to focus attention on medicated driving and drunk driving. The

first spot, titled "Medicated Driving May Cause DUI," compares prescription drugged driving to drunk driving, informing viewers that driving while under the influence of prescription medication may have the same effects as driving while drunk and may lead to an arrest, serious injury or death. The second PSA, titled "Sober Driver," reminds viewers that the designated driver should be a sober driver, not the least impaired person.

These new PSAs aired on television and in movie theaters statewide, along with HDOT's popular "Bling" spot, which was retagged with the "Drive Sober or Get Pulled Over" slogan. As an added bonus, HDOT's participation with the Hawaii Association of Broadcasters, Inc. media buy guaranteed an additional \$70,000 in free airtime for the "Bling" PSA.





To supplement the paid media, TLC PR (formerly The Limtiaco Company) was provided grant funds to generate earned media and conduct a community awareness and education campaign. Their activities included:

- Placing “Drive Sober or Get Pulled Over” banners in strategic areas on Oahu, Maui, Kauai and the Big Island;
- Sign-waving events during the Fourth of July holiday and the Labor Day national crackdown period; and
- Distributing informational flyers at Fourth of July events on Kauai, Maui and Oahu; as well as at the University of Hawaii’s (UH) Student Center and at the UH’s season-opening football game during the Labor Day weekend.

TLC PR incorporated drugged driving and drunk driving messages into their educational efforts, following the concepts in the PSAs. To emphasize the enforcement component, they promoted the Drug Recognition Expert (DRE) Program and warned drivers that

each law enforcement agency has officers who are specially trained to recognize drug impairment. As a result of their public relations initiatives, TLC PR achieved the following media impressions: 1,273,620 television viewers and 144,400 radio listeners. They also reached 6,000 people through community outreach.

Enforcement Efforts

The Honolulu Police Department, Maui Police Department (MPD), Kauai Police Department (KPD) and Hawaii County Police Department continued their overtime, high visibility enforcement efforts by participating in HDOT’s 52/12 campaign, in which the departments conduct at least one checkpoint per week throughout the federal fiscal year with additional checkpoints during major holidays. The departments also stepped up enforcement and increased the number of checkpoints during the Labor Day and Winter Holidays national impaired driving crackdown periods. In all, the four counties conducted 486 checkpoints that resulted in 116,588 vehicles checked, 4,033 citations issued and 300 arrests made.

To publicize these enforcement efforts and further raise awareness of the impaired driving problem, each county issued news releases and/or organized impaired driving awareness media events throughout the year.

MPD and KPD also used grant funding to conduct nine operations targeting underage individuals illegally drinking in public areas and parks, which resulted in citations and arrests.

Prosecution & Adjudication

DWI Court

The Judiciary’s Honolulu DWI Court ended the second full year of its pilot program with five graduates, 28 participants and five candidates who are currently in the clinical screening process. The program, which is a voluntary program for non-violent repeat offenders, provides participants with comprehensive court-supervised treatment opportunities and resources to successfully complete rehabilitation. It also includes regular court appearances before a designated DWI Court judge and regular attendance at self-help meetings. Currently, participants in the program are referred by the district court judges and defense counsel, but the Drivers Education Office has also agreed to refer potential candidates to the DWI Court coordinator.

Impaired Driving Countermeasures - cont.

During FFY 2014, the DWI Court team held monthly/bimonthly meetings and participated in various cross trainings. In addition, the DWI Court coordinator attended the National Association of Drug Court Professionals' 20th Annual Training Conference.

Judicial Training

The State Judiciary's district court judges and administrative staff are responsible for drafting, promulgating, revising and amending internal rules for conducting the business of the Hawaii State District Courts. They develop policies and procedures that will assist courts in implementing an equitable and expeditious adjudication process for cases within its jurisdiction. Hawaii state judges are also empowered to adjudicate Operating a Vehicle Under the Influence of an Intoxicant (OVUII) cases. Therefore, it is imperative that judges be apprised of the latest developments in highway safety, OVUII laws, legal issues, adjudication and judicial techniques.

The State Judiciary used grant funding to organize a statewide training on impaired driving for district court and per diem judges. As a result, attendees had a better understanding of OVUII foundational issues; OVUII sentencing and post-sentencing compliance issues; and speed detection instruments and related training protocols.



Traffic Safety Resource Prosecutor (TSRP)

The County of Hawaii Office of the Prosecuting Attorney (OPA) tackled the issue of drugged driving and organized a statewide "Prosecuting Drugged Drivers and Trial Advocacy Training" for prosecutors, law enforcement officers and HDOT representatives. The training included the following well-respected and highly experienced speakers:

- Beth Barnes, TSRP and Assistant City Attorney from Phoenix, Arizona
- Duane Kokesch, National District Attorneys Association from Alexandria, Virginia
- Judge Peggy Fulton Hora (Ret.), Judicial Outreach Liaison for NHTSA Region 9
- Sgt. Benjamin Moszkowicz, DRE Instructor with the Honolulu Police Department

The three-day training was videotaped and made available to all staff as a resource.

Along with the training, representatives from the OPA attended the quarterly Traffic Commanders meetings, Impaired Driving Task Force meetings and the Lifesavers Conference in Nashville, Tennessee.

Kauai Office of the Prosecuting Attorney

The Kauai County's Office of the Prosecuting Attorney's (OPA) goal was to enhance the prosecutorial skills of their Vehicular Crimes Deputy Prosecutor and the Deputy Prosecutor. This was achieved through attendance at the quarterly Traffic Commanders meetings; Impaired Driving Task Force meetings; the "Prosecuting Drugged Drivers and Trial Advocacy Training;" and the Lifesavers Conference.

These trainings and meetings afforded the prosecutors the opportunity to collaborate with other county and law enforcement representatives from around the state and the nation, as well as learn about the latest traffic-related statistics, trends, new case law, legislative developments and challenges for prosecution.

County of Maui Department of the Prosecuting Attorney

The County of Maui Department of the Prosecuting Attorney’s District Court Division viewed its grant as an opportunity to collaborate with MPD and other statewide law enforcement agencies in reducing OVUII crimes in their communities. The District Court Division used grant funding to send a supervising deputy prosecutor to the Lifesavers Conference in Nashville, Tennessee, and the 20th Annual IACP Training Conference on Drugs, Alcohol and Impaired Driving in Phoenix, Arizona. At these national conferences, they learned what communities in other states were doing to combat the increased incidence of drug-impaired driving and other traffic-related problems, such as the concept of “No Refusal Days” and the use of video camera systems in police vehicles and as evidence in the courtroom.



Other HDOT Initiatives

In addition to distributing federal funds to these projects, monitoring the programs and handling the media buys for the PSAs, HDOT conducted two attitudinal surveys that included questions about impaired driving, seat belt usage and speeding.

HDOT’s Traffic Safety Section also used grant funds to send a representative to the Lifesavers Conference to gain better guidance on how to use non-infrastructure funds, find out how other states are using the five Es (engineering, enforcement, education, emergency medical services, and everyone else) of highway safety in their communities, and learn strategies to implement Hawaii’s Strategic Highway Safety Plan.

Impaired Driving Statistics (October 1, 2013 – September 30, 2014)

| | Honolulu | Hawaii | Maui | Kauai | Total |
|---|----------|--------|-------|--------|---------|
| Checkpoints or OVUII Saturation Patrols | 193 | 142 | 99 | 52 | 486 |
| OVUII Arrests | 146 | 138 | 27 | 6 | 317 |
| Citations | 2,447 | 380 | 336 | 870 | 4,033 |
| Vehicles Checked | 89,365 | 11,259 | 5,196 | 10,768 | 116,588 |

Child Passenger Safety

The Hawaii Department of Transportation (HDOT) continues to protect our most precious passengers, Hawaii's keiki (children), by ensuring that they are safe while traveling our roadways.

In an effort to build a strong and cohesive child passenger safety (CPS) program statewide, the HDOT organized monthly meetings with CPS coordinators and police department representatives 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 in the state.

During national Child Passenger Safety Week, HDOT participated in the mobilization with earned media, paid advertising, education and by funding overtime enforcement. On behalf of Governor Neil Abercrombie, Lieutenant Governor Shan Tsutsui launched the campaign in Hawaii by proclaiming September 14-20, 2014 to be Child Passenger Safety Week. The proclamation highlighted and recognized the tireless work of our police departments, child safety advocates, partners and volunteers.

Additionally, HDOT created and aired a public service announcement on television and in movie theaters to remind viewers that Hawaii's law requires children to be in booster seats until they are 8 years old.

To further educate parents and caregivers about the child restraint law and available local resources for assistance, HDOT worked with the State Department of Education (DOE) to distribute 60,000 brochures to students. Supplementing this, all four county police departments partnered with DOE to conduct year-round education and enforcement during drop-off and pick-up periods at public schools statewide.

Since CPS technicians and instructors are the frontline people interacting with parents and caregivers and teaching them the essentials in child passenger safety, it is imperative that our technicians and instructors remain updated on the latest federal regulations, trends and techniques. As such, HDOT coordinated a statewide technician update with nationally recognized instructor Julie Prom. More than 70 technicians and instructors from around the state attended the two-day training to learn about national updates, the latest research and new safety systems that were entering the consumer market.



Community Programs and Training

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 on coordinating car seat checks and traffic safety events.

Another important component of the CPS program is training, which is needed to build the program with new technicians as well as ensure that existing technicians remain well qualified and proficient. During Federal Fiscal Year 2014, a total of eight CPS technician classes were held statewide, using the National Highway Traffic Safety Administration 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.

The HDOT also used grant funds to support the Hawaii County Fire Department's (HCFD) efforts to train its personnel to become certified technicians in order to conduct inspections at their fire stations and to assist at community car seat checks. By the end of the grant period, more than 60 fire personnel had become technicians. Additionally, the HCFD conducted six community car seat checks simultaneously during Child Passenger Safety Week.

As a result of all of these efforts and initiatives, residents of all four counties had

year-round access to regularly scheduled community car seat checks, fitting stations and educational presentations that were grant funded.

Law Enforcement Initiatives

Hawaii's four county police departments continued to enforce the child restraint law with overtime enforcement and roadblocks to check for child safety seat violations. Their vigilance resulted in 216 child restraint citations using grant funds and 1,357 child restraint citations using county funds. Officers also assisted with child restraint seat inspections and installations at community car seat checks.



Child Safety Seat Statistics (October 1, 2013 – September 30, 2014)

| | Hawaii | Maui | Kauai | Honolulu | Total |
|---|--------------------------------------|----------------|------------------------|--|-------|
| D4-Day Classes | 3 | 2 | 1 | 2 | 8 |
| Trained | 56 | 17 | 7 | 30 | 110 |
| Types of Participants (EMS, Police, etc.) | EMS, Fire, Police, Nurses, Community | Police, Nurses | Police, EMS, Judiciary | Judiciary, Police, Military, HDOT, Nurses, Health Center Staff | |
| Fitting Stations | 4 | 4 | 3 | 8 | 19 |
| No. Checked at Fitting Stations | 112 | 17 | 49 | 1,309 | 1,487 |
| Community Car Seat Checks | 25 | 19 | 10 | 19 | 73 |
| Number of Seats Checked | 283 | 195 | 261 | 445 | 1,184 |

Distracted Driving

Driving a 3,000-pound piece of machinery should require a person's full and undivided attention. Unfortunately, that is usually not the case, especially with all the electronic gadgets like smart phones, tablets and mp3 players flooding the marketplace. That is why the Hawaii Department of Transportation (HDOT) has made distracted driving one of its traffic safety priorities.

During Federal Fiscal Year (FFY) 2014, grant funds were used to educate the public about Hawaii's electronic mobile device law and the hazards of driving while distracted, as well as to support statewide enforcement efforts.

Media and Educational Outreach Efforts

HDOT participated in the national Distracted Driving Awareness Month by broadcasting a public service announcement (PSA) that focused on the distracted driving behavior of texting, warning drivers with the tagline, "End distracted driving before it ends you." This PSA aired on television and in movie theaters. Another PSA, which aired on the radio, included an enforcement message and reminded drivers to obey the electronic mobile device law.

To further raise awareness of the dangers of distracted driving, HDOT issued a grant to TLC PR (formerly The Limtiaco Company) to conduct educational community outreach statewide. A component of this outreach included a pilot program using the Drive Square Simulation System, a lightweight and portable virtual reality video system that can be attached to any motor vehicle. TLC incorporated the simulator into educational presentations to local high schools and at community events, enabling participants to safely experience the adverse effects of driving while distracted.

TLC PR also utilized the National Highway Traffic Safety Administration's (NHTSA) "One Text or Call Could Wreck It All" concept in its presentations at four high schools, three shopping centers and one community event.



As a result, 128 "drivers" who completed the simulation and 925 observers took the "One Text or Call Could Wreck It All" pledge to end distracted driving.

Law Enforcement Initiatives

During FFY 2014, all four county police departments were issued grants to conduct overtime enforcement of Hawaii's electronic mobile device law, which has been in effect since July 1, 2013. The year-round enforcement, which included stepped up operations during April's National Distracted Driving Awareness Month, resulted in a total of 11,778 citations statewide – 3,799 were grant funded and 7,979 were county funded.

Using grant funds, the Honolulu Police Department (HPD) issued 1,950 citations to drivers who were using electronic mobile devices while operating a vehicle. The department also issued 790 citations for other violations and made 16 arrests. To help improve upon visibility during night-time enforcement, HPD purchased an inflatable light tower.

In addition to enforcement efforts, HPD conducted 96 traffic safety presentations addressing the dangers, consequences and penalties of distracted driving. Presenters distributed flyers and provided tips on avoiding distracted driving. Approximately 37,500 community members attended these events.

During grant-funded overtime enforcement, the Maui Police Department (MPD) issued a total of 628 distracted driving citations and 134 citations for other violations.

**Distracted Driving Enforcement Statistics
(October 1, 2013 – September 30, 2014)**

| | Honolulu | Hawaii | Maui | Kauai | Total |
|--|--------------|--------------|--------------|--------------|---------------|
| Grant-Funded Distracted Driving Citations | 1,950 | 559 | 628 | 662 | 3,799 |
| County-Funded Distracted Driving Citations | 4,717 | 2,159 | 707 | 396 | 7,979 |
| Total by County | 6,667 | 2,718 | 1,335 | 1,058 | 11,778 |



Motorcycle Safety

The Hawaii County Police Department (HCPD) issued 559 distracted driving citations, 409 seat belt citations and nine child restraint citations as a result of the 103 distracted driver checkpoints that were conducted. The department also issued 431 other citations, 341 moving citations, 19 speeding citations and five other arrests using grant funds. Responding to community members' concerns, HCPD mailed out 12 violation letters to registered owners of vehicles that were seen by the public using electronic mobile devices while driving.

In addition to issuing 662 distracted driving citations on grant-funded overtime, the Kauai Police Department (KPD) participated in three community events where they disseminated information regarding the prohibited use of electronic mobile devices while driving.

Along with enforcement and community presentations, the four county police departments supplemented their efforts with earned media initiatives. All four departments issued news releases during National Distracted Driving Awareness Month in April to remind the public to obey the distracted driving law and to inform the public that officers will be strictly enforcing the law. KPD also worked with its local radio stations to produce and promote a PSA about distracted driving.

In calendar year 2013, there were 17 motorcycle fatalities in Hawaii, a sharp decrease from 35 in 2012. Even with this decrease, we still have a long way to go. As such, reducing motorcyclist fatalities and injuries remained one of the major priorities for the Hawaii Department of Transportation's (HDOT) Highway Safety Section. We hope that with constant media messages and the availability of training, the numbers will continue to decline.

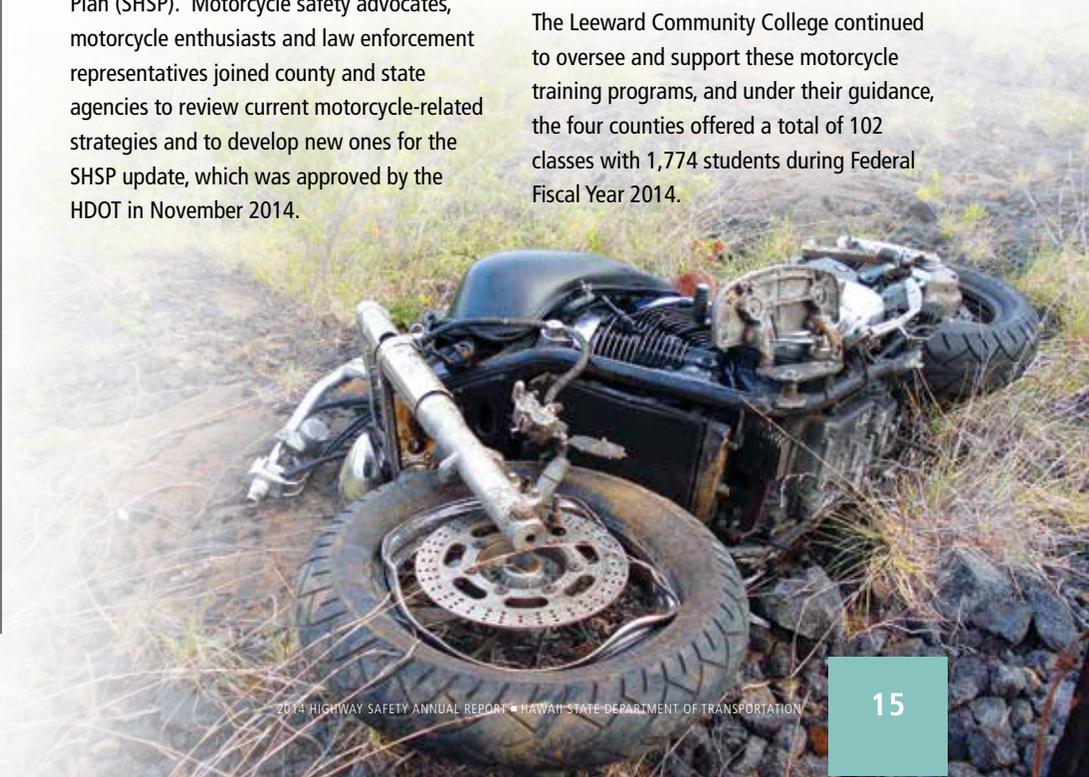
In support of national Motorcycle Safety Month in May, the HDOT kicked off an awareness campaign with an educational public service announcement featuring a new commercial that was created by the Texas Department of Transportation. The HDOT staff felt that the Texas spot was highly effective and received permission from the Texas DOT to retag the commercial and air it in Hawaii. It was aired on television and in movie theater venues statewide.

As motorcycles and mopeds continue to grow in popularity, it remained an emphasis area in the Hawaii Strategic Highway Safety Plan (SHSP). Motorcycle safety advocates, motorcycle enthusiasts and law enforcement representatives joined county and state agencies to review current motorcycle-related strategies and to develop new ones for the SHSP update, which was approved by the HDOT in November 2014.

Leeward Community College – Motorcycle Training

HDOT believes that having more trained riders on motorcycles may contribute to making the roadways safer for motorcyclists, as well as other roadway users. With the opening of a new motorcycle training range in Hawaii County during calendar year 2013, our state now has motorcycle training ranges and classes in all four counties. This marks the first time in seven years that classes are available statewide.

The Leeward Community College continued to oversee and support these motorcycle training programs, and under their guidance, the four counties offered a total of 102 classes with 1,774 students during Federal Fiscal Year 2014.



Pedestrian and Bicycle Safety

Hawaii's year-round, beautiful weather make walking and biking healthy and attractive modes of transportation. Unfortunately, having more bicyclists and pedestrians on our roadways can also have unintended, deadly consequences.

Fatality Analysis Reporting System (FARS) data indicate that there were 23 pedestrian fatalities in the State of Hawaii during calendar year 2013, a 12 percent decrease from calendar year 2012.

To help prevent these senseless tragedies, the Hawaii Department of Transportation (HDOT) and our traffic safety partners continue to seek innovative approaches to protect these vulnerable roadway users.

Walk Wise Hawaii

At the annual Lifesavers Conference in Nashville, Tennessee, the Walk Wise Hawaii (WWH) program received the prestigious 2014 Public Service Award. WWH team members, consisting of HDOT, the Honolulu Police Department (HPD), the City & County of Honolulu Department of Transportation

Services (DTS) and TLC PR (formerly The Limtiaco Company), were recognized for their tireless efforts and commendable achievements in pedestrian safety education, particularly with regards to older residents and children.

During Federal Fiscal Year (FFY) 2014, TLC PR strived to maintain this high bar with more community outreach and public education on Oahu and expanding the community events, presentations and media events to the neighbor islands of Hawaii, Maui and Kauai.

Hawaii's highly successful Pedestrian Safety Month once again highlighted this traffic-safety issue for the fifth year in a row. Governor Neil Abercrombie launched the

month-long campaign with a proclamation that August would be dedicated to pedestrian safety awareness. Sign-waving events, presentations and a statewide poster contest for elementary school students were held throughout the month, with the top two winning posters printed along with pedestrian safety tips on tray liners used in all

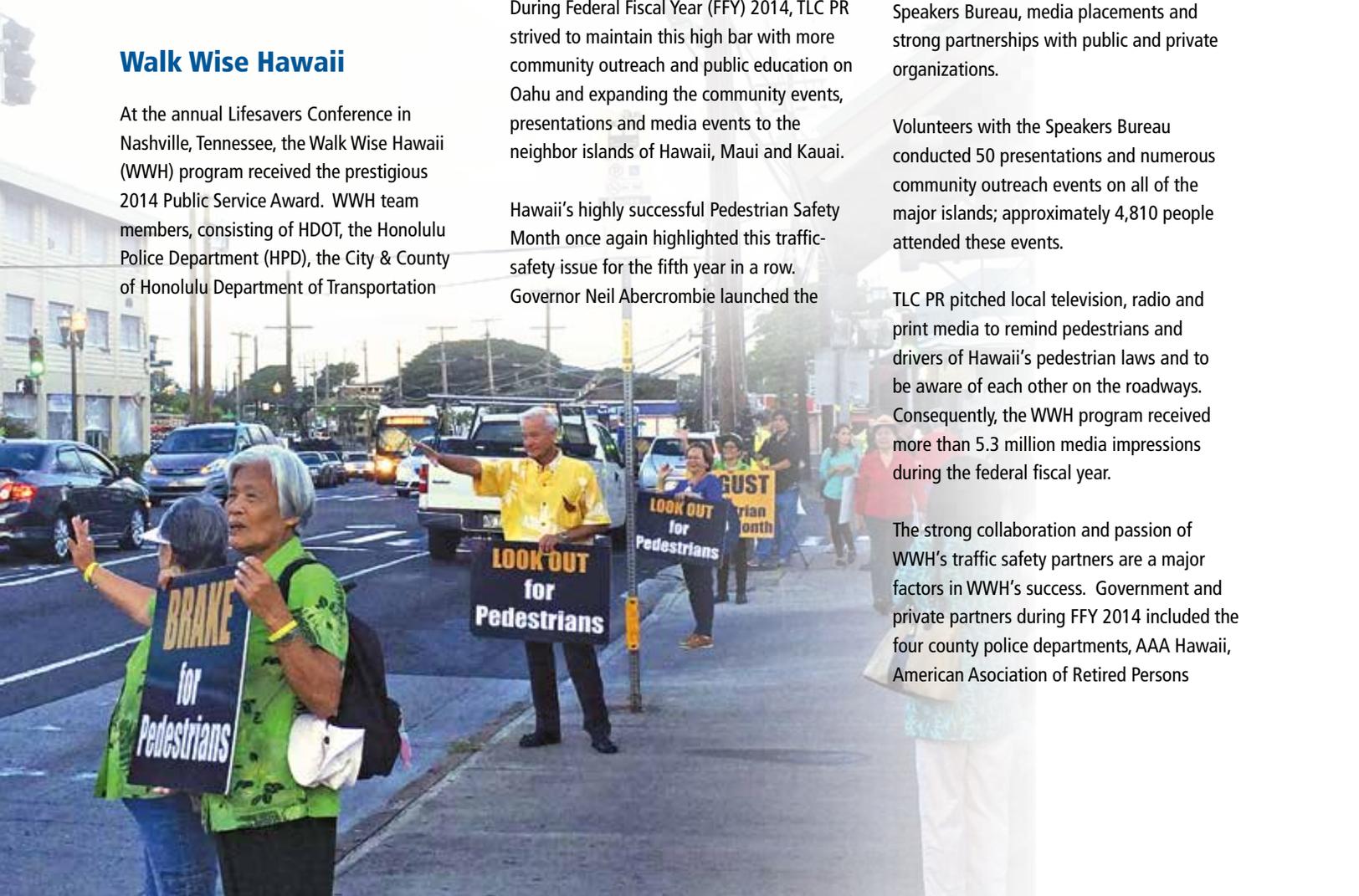
McDonald's Restaurants of Hawaii locations. As a result of Pedestrian Safety Month activities, including 7,048 community outreach events, WWH garnered a total of 66 earned media stories valued at \$212,060.

Throughout the rest of the federal fiscal year, WWH kept the momentum going on public education through its Speakers Bureau, media placements and strong partnerships with public and private organizations.

Volunteers with the Speakers Bureau conducted 50 presentations and numerous community outreach events on all of the major islands; approximately 4,810 people attended these events.

TLC PR pitched local television, radio and print media to remind pedestrians and drivers of Hawaii's pedestrian laws and to be aware of each other on the roadways. Consequently, the WWH program received more than 5.3 million media impressions during the federal fiscal year.

The strong collaboration and passion of WWH's traffic safety partners are a major factors in WWH's success. Government and private partners during FFY 2014 included the four county police departments, AAA Hawaii, American Association of Retired Persons



(AARP) Hawaii, Moms in Hawaii, Farmers Insurance Hawaii, Kamaaina Kids (child care provider), McDonald's Restaurants of Hawaii, Federal Highway Administration, the City & County of Honolulu DTS, and the State departments of Health and Education.



City & County of Honolulu Department of Transportation Services

The City & County of Honolulu DTS made sure pedestrian safety remained top of mind in the community during FFY 2014. The agency launched the grant period with a "Be Safe Be Seen" Halloween campaign to remind young children and their parents to be careful while trick or treating. The campaign included a news conference with the Mayor of the City & County of Honolulu, and distribution of retro-reflective stickers and pedestrian safety flyers to approximately 70,000 Oahu public school children from kindergarten through 5th grade.

Throughout the rest of the year, DTS' superhero, "Ped Man," toured 15 local schools to promote traffic safety to 1,756 students. In addition, participation in special events such as National Night Out, the Prime Time Wellness Fair, the Hawaii Pet Expo and the Good Life Expo enabled DTS to reach out to approximately 10,000 community members, especially senior citizens.

During Pedestrian Safety Month, DTS created and organized its first ever "On the Spot" event near the site of three recent pedestrian deaths in Honolulu. Led by City & County of Honolulu Mayor Kirk Caldwell, representatives from the HPD, HDOT, AARP Elder Care Program Kokua Kalihi Valley Community Health Center, and WWH converged upon four crosswalks to speak

with pedestrians and stressed the importance of being vigilant while crossing the street. Adults received WWH brochures and clip-on blinkers, while children were given Ped Man bookmarks and glow-in-the-dark silicone wristbands. The "On the Spot" event was featured in numerous television news stories and print articles.

The Honolulu Police Department

In its efforts to reduce serious injuries and deaths among pedestrians, HPD strived to educate the public through 96 informational presentations and community outreach events, along with strictly enforcing Hawaii's pedestrian laws. During the federal fiscal year, HPD used overtime funding to issue 1,453 citations to pedestrians and 480 citations to motorists who violated the laws. In addition, from January 24 through February 14, 2014, HPD conducted enhanced enforcement with a sweet surprise on the final day. Instead of issuing citations on Valentine's Day, officers distributed candy to pedestrians at two highly visible locations in downtown Honolulu. All pedestrians were also provided with pedestrian safety awareness brochures. This "sweet" gesture garnered media attention from two local news stations.

No bicycle safety projects were funded for the FFY 2014 grant period.



Occupant Protection

According to Hawaii's post-2014 Click It or Ticket (CIOT) seat belt observational survey, our state's seat belt usage rate remains strong and steady at 94 percent. The Hawaii Department of Transportation (HDOT) is proud to maintain this high percentage, but we, along with our partners, continue to work towards our ultimate goal of 100 percent usage.

With Hawaii's new Universal Seat Belt Law – which was enacted on May 20, 2013; a combination of earned and paid media; education; and enforcement, we attempted to achieve this goal.

Hawaii Department of Transportation Efforts

Hawaii's 2014 CIOT campaign was quite memorable because it included in-person support from federal, state and county agencies. The National Highway Traffic Safety Administration's (NHTSA) Region 9 staff was in Hawaii during the CIOT campaign and helped kick off the mobilization with Hawaii Governor Neil Abercrombie during a proclamation signing and news conference at the State Capitol. Local law enforcement

officers and other traffic safety advocates were also present to support the local and national campaign.

To help spread the CIOT message, HDOT helped to coordinate an earned and paid media campaign. Earned media placements included local television and radio morning show interviews with John Moffat, who was the NHTSA Region 9 Administrator at the time, as well as news coverage from the CIOT news conference. Paid media initiatives included public service announcements (PSA) to promote the Universal Seat Belt Law and to remind the public that police were conducting year-round, around-the-clock seat belt enforcement. The PSAs aired on the radio, on television and in movie theaters statewide.



Law Enforcement Activities

All four of Hawaii's county police departments enforced Hawaii's seat belt and child restraint laws year round 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 such as setting up fake construction sites. As a result of the grant-funded overtime enforcement, a total of 4,472 seat belt and 216 child restraint citations were issued during Federal Fiscal Year 2014.

To complement law enforcement activities, the Hawaii County Police Department (HCPD) continued its highly successful CIOT basketball and volleyball tournaments. Due to the popularity of the sporting events, the CIOT tournaments were expanded to include flag football. During the grant period, a total of 17 CIOT tournaments were held throughout the county and were open to elementary, middle and high school students.



As part of the tournaments' festivities, police officers conducted educational presentations to participants and spectators, reminding them about Hawaii's seat belt and child restraint laws and stressing the importance of being properly buckled in the right seat. Officers obtained 1,643 written pledges from everyone in attendance, who vowed to always use their seat belts and child restraints. In addition to educating the public and fostering good community relationships, the tournaments generated extensive earned media coverage, which further promoted the CIOT message.



Occupant Protection Enforcement Statistics (October 1, 2013 – September 30, 2014)

| | Honolulu | Hawaii | Maui | Kauai | Total |
|---|----------|--------|-------|-------|-------|
| Grant-Funded Seat Belt Citations | 1,682 | 885 | 1,133 | 772 | 4,472 |
| County-Funded Seat Belt Citations | 2,547 | 3,235 | 963 | 637 | 7,382 |
| Grant-Funded Child Restraint Citations | 102 | 44 | 43 | 27 | 216 |
| County-Funded Child Restraint Citations | 736 | 448 | 144 | 29 | 1,357 |

Emergency Medical Services

It is vital for first responders to treat their patients effectively and quickly while ensuring their own safety and protection. The chances of surviving a motor vehicle crash increases for motor vehicle accident victims if they receive care within the “golden hour.” Recognizing this, the Hawaii Department of Transportation issued three grants to the counties’ fire departments to purchase specialized equipment to reduce the response time to motor vehicle crashes and the extrication time while increasing the safety of first responders and crash victims.



Maui Fire Department – Pneumatic Air Bags

As the population of Maui continues to grow, the Maui Fire Department (MFD) recognized the need to increase the capability to respond to more motor vehicle crashes as well as responding more frequently to commercial motor vehicle crashes. The MFD requested grant funds to purchase three Hydraulic Cycle Pumps and kits to use when responding to motor vehicle crashes involving commercial vehicles over 80 tons, such as dump trucks and buses. The equipment enabled MFD personnel to quickly stabilize the vehicles in order to safely extricate victims.

Kauai Fire Department – Extrication Gloves

The Kauai Fire Department (KFD) was given grant funds to purchase 20 pairs of Ringer Extrication gloves to protect its personnel when responding to motor vehicle crashes. These special gloves prevented unnecessary injury from broken glass and metal while extricating crash victims from motor vehicles. Gloves were distributed to the new fire recruits and replaced broken gloves.

Honolulu Fire Department – Reciprocating Saws

The Honolulu Fire Department (HFD) purchased 43 cordless reciprocating saws to equip each HFD frontline apparatus with this lifesaving tool. In adding the reciprocating saws to all frontline apparatuses, not only was there a reduction in the time it took to extricate victims from the motor vehicles, but there were also improvements in response times since fire fighters no longer needed to wait for an available saw to be brought in from another station. Additionally, the reciprocating saws increased the safety of crash victims and fire personnel as they worked on the extrications.



Police Traffic Services

Traffic crashes affect more than just serious injury and fatality numbers; they greatly impact the lives that are forever changed by these incidents. That is why Hawaii works to ensure that our traffic investigators and law enforcement officers are armed with the most updated training and tools to fully investigate crash scenes and operate traffic-related equipment.



Training

During Federal Fiscal Year 2014, the county police departments hosted and attended four essential trainings, including:

- The Institute of Police Technology and Management's (IPTM) "At-Scene Traffic Crash/Traffic Homicide Investigation" and "Advanced Traffic Crash Investigation," hosted by the Honolulu Police Department (HPD) on Oahu.
- "LTI 20/20 Ultralyte Laser Instructor Course," hosted by the Maui Police Department (MPD) on Maui.
- "Crash Data Retrieval (CDR) System Operators Course," hosted by the Kauai Police Department (KPD) on Kauai.

Officers from HPD, MPD, KPD and the Hawaii County Police Department attended and successfully completed these trainings.

In addition, representatives from MPD attended a CDR conference in Texas and the ARC-CSI Crash Conference in Nevada.

Equipment

To effectively document evidence at crash scenes, HPD used grant funding to purchase three digital single-lens reflex cameras for use by the department's Vehicular Homicide Section.

Traffic Safety/Law Enforcement Liaison

The Hawaii Department of Transportation continued to fund the Traffic Safety/NHTSA Law Enforcement Liaison (LEL) position. The LEL's responsibilities included the monitoring of Hawaii's Ignition Interlock Program and traffic-safety legislation, as well as assisting with the statewide Hawaii Traffic Records

Coordinating Committee and the Hawaii Impaired Driving Task Force. To remain up to date on the latest trends and best practices on traffic safety initiatives around the nation, the LEL attended the Lifesavers Conference in Nashville, Tennessee; the Traffic Injury Research Foundation's Annual International Alcohol Interlock Symposium in Washington, D.C.; the 39th International Forum on Traffic Records and Highway Information Systems in St. Paul, Minnesota; the 20th Annual Training Conference on Drugs, Alcohol and Impaired Driving in Phoenix, Arizona; and the Governors Highway Safety Association quarterly and annual meetings.



Speeding

According to the Fatality Analysis Reporting System (FARS), 43 percent of traffic fatalities in Hawaii (44 out of a total of 102 fatalities) during calendar year 2013 were speeding related. That is considerably more than the national percentage, where speeding was a contributing factor in 30 percent of all traffic fatalities.

That also makes speeding the number one contributing factor in traffic-related fatalities on Hawaii's roadways, outpacing even alcohol-impaired driving deaths.

Hawaii has found that the most effective countermeasure in combating this problem is enforcement of speeding laws by all four county police departments.

Strict Enforcement

The four county police departments received grant funding to conduct overtime and specialized speed enforcement, particularly in areas that were identified as having speed-related issues. The Honolulu Police Department (HPD) utilized 2,439 hours of overtime for grant-funded speed enforcement on Oahu's main travel corridors, which yielded 8,480 speeding, excessive speeding and racing citations, as well as 1,065 citations for other violations, three Operating a Vehicle Under the Influence of an Intoxicant (OVUII) arrests and nine other arrests.

In Maui County, the Maui Police Department's (MPD) one-week Operation SPEED and year-round regular, overtime speed enforcement resulted in 1,415 speeding citations and 83 other violations. The Traffic Section used a StealthStat to conduct eight speed surveys and shared the data at community meetings and with the appropriate districts for targeted speed enforcement recommendations.

Hawaii County Police Department (HCPD) conducted 257 speeding checkpoints throughout the Big Island that resulted in 1,389 speeding citations, 316 other citations, 276 moving citations, 24 seat belt citations, 15 electronic mobile device citations, six child restraint citations, one OVUII arrest, and 11 arrests for other violations. In addition, there were four island-wide mobilizations, one in each quarter of the federal fiscal year.

The Kauai Police Department (KPD) maintained continuous, year-round speed enforcement. As a result, 1,315 speeding citations, including violations in construction/school zones and for excessive speeding, were issued.



Equipment and Training

Grant funds were also used to better equip officers with the tools and training necessary to curb speeding. MPD purchased five Stalker radar speed detection devices for use by the department's new solo bike detail, as well as six Ultralyte laser units for use by the Traffic Section. KPD purchased four LTI TruSpeed lasers and two Stalker radars in order to increase the amount of officers who may conduct speed enforcement. A Kustom Signals StealthStat computer was bought to conduct speed studies for KPD's Traffic Safety Section. HCPD purchased 10 Stalker radars and distributed them to patrol units throughout the island.

In September 2014, MPD hosted a one-week Laser Technology Inc. (LTI) instructor training/certification course and invited law enforcement officers from each county to participate in the training. In all, 30 officers received instruction certification on the LTI speed measuring device.

Public Education

Each county police department supplemented its high visibility enforcement efforts with public education initiatives to caution drivers about the dangers and consequences of speeding.

KPD strategically displayed banners and signs along Kauai roadways, while HPD, MPD and HCPD all used earned media coverage to warn the community that officers are strictly enforcing speeding and other traffic laws throughout the year.

Speed Enforcement Statistics (October 1, 2013 – September 30, 2014)

| | Honolulu | Hawaii | Maui | Kauai | Total |
|-------------------------------|----------|--------|-------|-------|--------|
| Grant-Funded Speed Citations | 8,480 | 1,389 | 1,415 | 1,315 | 12,599 |
| County-Funded Speed Citations | 31,402 | 10,431 | 1,924 | 1,918 | 45,675 |

Drug Recognition Expert

Like the rest of the nation, drugged driving in Hawaii is an increasing problem. According to the Fatality Analysis Reporting System (FARS), in 2012, 53 out of 125 fatalities in our state, or 42.4 percent, were caused by drivers who tested positive for drugs in their systems.

One of our state's responses to this issue is to strengthen and grow the Drug Recognition Expert (DRE) Program. By the end of Federal Fiscal Year (FFY) 2014, there were 65 certified DREs and 20 DRE instructors in six agencies across four counties, up from 51 DREs and 14 DRE instructors in five agencies the previous year.

Trainings

During FFY 2014, the Hawaii Department of Transportation (HDOT) worked with the county police departments to provide DRE-related training to key traffic safety partners, including police officers, sheriff deputies, military police, district court judges, prosecutors and other law enforcement officers.

Advanced Roadside Impaired Driving Enforcement (ARIDE) training, which is now a prerequisite for DRE School, was held in all four counties. Following ARIDE, the Honolulu Police Department (HPD) hosted DRE Instructor Training from March 18-21, 2014; DRE School from March 31-April 11, 2014; and Certification Nights on April 11, 2014 and April 14-17, 2014. As a result of these trainings, Hawaii certified 15 new DREs and seven new DRE instructors, with at least two certified DRE instructors in each county to assist with trainings and recertifications.

Because our state believes that a strong DRE program requires a solid foundation, the Highway Safety Section encouraged the four county police departments and the Sheriff

Division to incorporate Standardized Field Sobriety Testing (SFST) Refresher Training into their agency's routine training, which yielded the following results:

- The Kauai Police Department (KPD) developed a program on its intranet that allows officers to complete the four-hour refresher training at their own pace. Once the online curriculum is completed, officers must successfully pass a proficiency exam administered by an SFST instructor.
- The Hawaii County Police Department (HCPD) conducted SFST Refresher Training, offering it to all officers in the department.
- The Airport Section of the Sheriff Division conducted SFST Refresher Training for its deputies and plans on providing the training on a regular basis.

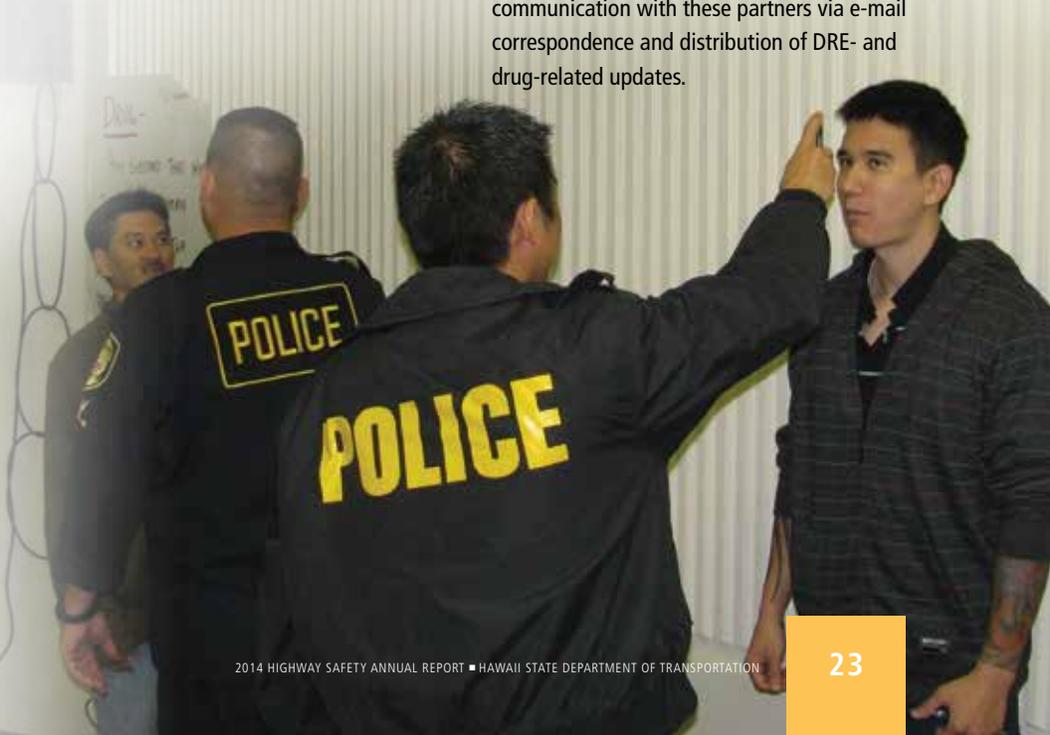
Although funds were allocated for DRE In-Service Training, the Highway Safety Section was unable to coordinate and host the training due to the late release of grant funding from the National Highway Traffic Safety Administration.

Conferences

To network with out-of-state DREs and learn about national drug trends and issues, representatives from HPD, KPD, HCPD, Maui Police Department, HDOT, the Sheriff Division and the Department of the Prosecuting Attorney for the County of Maui attended the 20th Annual IACP Training Conference on Drugs, Alcohol and Impaired Driving in Phoenix, Arizona, from July 28-30, 2014. Attendees returned to Hawaii and implemented some of the ideas that they had learned at the conference.

Partnerships

Hawaii's traffic safety partners recognize the need to proactively address the growing drugged driving problem. Partner agencies, such as law enforcement, county prosecutors, toxicologists, Administrative Driver's License Revocation Office, HDOT and the Hawaii State Department of Health meet quarterly during the Traffic Commanders meetings to discuss DRE issues and trainings. The Highway Safety Section also maintains constant communication with these partners via e-mail correspondence and distribution of DRE- and drug-related updates.



Traffic Records

During Federal Fiscal Year 2014, the Hawaii Traffic Records Coordinating Committee (HTRCC) met regularly and strived to improve Hawaii's Traffic Safety Information Systems, moving forward on key strategies within the State Strategic Plan.

Particular focus was placed on several priority projects:

- Developing an electronic crash data transfer system that would directly link the county police departments and the Hawaii Department of Transportation (HDOT) so that Motor Vehicle Accident Reports (MVAR) may be submitted in a more timely manner;
- Researching and developing a statewide electronic citation system; and
- Improving the Hawaii EMS Information System (HEMSIS).

In addition, the committee addressed recommendations from Hawaii's 2011 Traffic Records Assessment and strategies from Hawaii's Strategic Highway Safety Plan (SHSP).

MVAR Data Transfer

Much of the TRCC's efforts were spent on improving upon timeliness in getting traffic crash data from the county police departments to HDOT's Traffic Branch. The Maui Police Department (MPD) had successfully implemented electronic transfer of their crash reports to the Hawaii Information Consortium's (HIC) data repository; data is uploaded from MPD daily. HIC worked directly with the other county police departments to replicate this success in their own systems. Unfortunately, there were unexpected delays with the Honolulu Police Department (HPD) and Hawaii County Police Department (HCPD). HPD did not meet its internal deadline to launch its new

Records Management System (RMS), and HCPD is in the process of replacing its current RMS with a new one. HIC was also unable to begin project activities with the HDOT Traffic Branch during the grant period because the Statement of Work (SOW) between HDOT and HIC has yet to be agreed upon and signed.

Even with these unforeseen challenges, progress was achieved on some fronts. For instance, HCPD's Traffic Services Section independently reduced the time it takes to transfer MVARs by downloading the crash reports from the department's RMS to CDs daily and mailing the CDs to HDOT once a month.

The HDOT Traffic Branch was able to hire a consultant to help develop a Request For Proposal for a new Traffic Accident Reporting System. This consultant worked with HDOT and the county police departments to determine needs and wants for the new system.

Electronic Citations

The HTRCC decided to begin activities to move towards a statewide electronic citation system. An E-Citation Subcommittee, comprised of members from the Judiciary, county police departments, county prosecutors and HDOT, was formed and met every other month, providing input on the preferred hardware and software; who would need access to the system; and what legislative changes would be required.

Traffic Records Forum

Representatives from the four county police departments and HDOT attended the 39th International Forum on Traffic Records and Highway Information Systems in St. Paul, Minnesota. As a result, Hawaii's agencies learned about the successes and challenges other states faced in their traffic records systems, and they connected with consultants who may assist our counties and state in future projects. In addition, attendees became aware of available safety accident analysis tools and other new technologies.

Hawaii State Department of Health HEMSIS

The Hawaii State Department of Health (DOH) continued to make improvements and upgrades to its Injury Surveillance System, the Hawaii Emergency Medical Services Information System (HEMSIS), through key project activities. The HEMSIS User Conference, held on Oahu from June 9-10, 2014, provided first responders, HEMSIS users and DOH representatives with valuable training on the field provider software and data repository reporting engine, as well as informing attendees of data collection issues and solutions, and updates on national activities. During the conference, DOH also revealed the new electronic patient care reporting system that will allow the state to meet NEMSIS 3.0 Silver compliance.



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DEPARTMENT OF TRANSPORTATION
HIGHWAY SAFETY SECTION

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