

# HIGHWAY SAFETY Annual Report



HAWAII STATE  
DEPARTMENT OF TRANSPORTATION  
FEDERAL FISCAL YEAR 2016



# Message from the Governor's Highway Safety Representative

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Arrive Alive. These two words should remind everyone of the importance of highway safety. The Hawaii Department of Transportation's (HDOT) Highway Safety Section is devoted to raising awareness about safety precautions on our roads so that all of us will travel safely and arrive alive.

Those of us at the state level, together with our traffic safety partners at the federal and county levels, as well as the private sector, can be proud of our achievements over the past few years. In calendar year 2015, we recorded the fewest statewide traffic fatalities in more than four decades. However, 93 traffic fatalities in a year is still far too many. We must rededicate ourselves and refocus our work in striving toward the ultimate goal of zero traffic fatalities.

The Hawaii Strategic Highway Safety Plan (SHSP) is a good example of the partnership between public and private agencies. This comprehensive, statewide plan has created a network of government agencies, local businesses and community advocates with a shared goal. The SHSP serves as a guiding force to effect change on and off our roadways. It addresses key traffic issues and focuses resources in eight emphasis areas: Impaired driving; speeding; occupant protection; pedestrian and bicycle safety; motorcycle, motor scooter and moped safety; lane departure and intersection safety; data and safety management systems; and first responder capabilities.

In Federal Fiscal Year (FFY) 2016, we used a data-driven problem identification process to prioritize our resources. This led us to focus on impaired driving, speeding, pedestrian safety, vehicle occupant protection and motorcycle safety. We selected projects that best aligned with our goals for each of the performance measures aimed at reducing fatalities and injuries.





Additionally, HDOT followed its evidence-based traffic safety enforcement plan to determine where enforcement was needed the most. That plan, which is based on analysis of crash and citation data provided by the four county police departments, helps us focus enforcement and efforts in high-risk areas. It also outlines strategies and initiatives to prevent crashes, fatalities and injuries in locations most at risk, with emphasis on priority program areas.

Impaired driving, whether from alcohol, prescription medication or illicit substances, was a top priority. To address the growing problem of drugged driving, we have worked diligently to expand our Drug Recognition Expert (DRE) program statewide and train law enforcement officers in the four county police departments and the State Sheriff Division to recognize drivers who are drug impaired.

HDOT has taken a more active role in discussions on medical marijuana and related issues (edibles, education, etc.). Through sheer determination and persistence, we were able to become part of the Medical Marijuana Legislative Oversight Working Group, which is currently reviewing and guiding legislation. At our suggestion, the working group also invited law enforcement representatives to take part in the dialogue.

The Hawaii Impaired Driving Task Force was re-established under Executive Order 16-02, signed into effect by Governor David Ige on May 31, 2016. The goal of the Task Force is to save lives and reduce injuries on Hawaii's

roadways through strategic partnerships and implementation of the statewide Impaired Driving Plan.

Because 40 of the 93 motor vehicle fatalities in 2015 were speed related, our Highway Safety Section also focused on speed control during FFY 2016. To deter drivers from speeding, we issued grant funds to Hawaii's four county police departments to support overtime enforcement.

Despite numerous initiatives, the number of pedestrians killed on our roadways remains high. Our preliminary data shows that many of the incidences occurred at night and outside of a crosswalk. The data also shows that 11 out of the 25 fatalities, or 44 percent, had alcohol and/or drugs in their systems. It should be noted that two of those killed were on personal conveyances such as a skateboard.

As in the past, Pedestrian Safety Month was a highlight of the year's activities. In its seventh year, the campaign attracted participation from the National Highway Traffic Safety Administration Region 9 office, which helped kick off the month of pedestrian safety awareness activities. We also debuted three new pedestrian safety public service announcements (PSA) that aired on local television and in movie theaters statewide.

Although Hawaii's seat belt usage rate continues to rank among the highest in the nation, we believe that we can do better. All vehicle occupants – adults, children and infants – should be buckled up and properly

restrained at all times. Along these lines, we educated the public on the dangers and penalties of riding unbuckled; supported county police departments in their strict enforcement of seat belt laws; and worked to increase child-restraint and booster-seat use throughout Hawaii.

Motorcycle fatalities increased slightly from 25 in 2014 to 26 in 2015. We again participated in the national Motorcycle Safety Month awareness campaign and offered basic motorcycle training statewide; however, we need to find new initiatives to address this program area.

Hawaii's data also showed that 35 percent of our traffic crash fatalities were between the ages of 20 and 29. Of those, 70 percent were males. During FFY 2016, we continued to look for ways to expand and better utilize social media to reach young people in hopes of reducing fatalities.

We're moving in the right direction, but there is still much to do. We are grateful to our partners who remain dedicated to the task of changing behaviors so that roadway users can arrive alive.

Sincerely,

Ford N. Fuchigami  
Director of Transportation  
Governor's Highway Safety Representative



# TRAFFIC SAFETY CORE PERFORMANCE MEASURES

## H A W A I I R E P O R T C A R D

### Core Outcome Measures\*

#### C-1 Traffic Fatalities (FARS)

**Goal:** Reduce traffic fatalities by 14 percent from 110 (2009-2013 average) to 95 by 2016.

**Result:** During calendar year 2015, there was a total of 93 traffic fatalities.

#### C-2 Total Serious Injuries

**Goal:** Reduce serious traffic injuries by 10 percent from 344 (2007-2011 average) to 310 by 2016. Data for 2012-2016 is not available at this time.

**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 fatalities/VMT by 8 percent from 1.1 (2009-2013 average) to 1.0 by 2016.
- 2) Decrease the rural fatalities/VMT by 10 percent from 2.0 (2009-2013 average) to 1.8 by 2016.
- 3) Decrease the urban fatalities/VMT by 3 percent from 0.75 (2009-2013 average) to 0.73 by 2016.

**Result:**

- 1) The 2014 fatalities/VMT was 0.93.
- 2) The 2014 rural fatalities/VMT was 1.75.
- 3) The 2014 urban fatalities/VMT was 0.77.

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

**Goal:** Reduce unrestrained passenger vehicle occupant fatalities, all seating positions, by 17 percent from 24 (2009-2013 average) to 20 by 2016.

**Result:** During calendar year 2015, there was a total of 15 unrestrained motor vehicle fatalities.





#### **C-5 Alcohol-Impaired Driving Fatalities**

**Goal:** Reduce alcohol-impaired driving fatalities by 9 percent from 44 (2009-2013 average) to 40 by 2016.

**Result:** There was a total of 25 alcohol-impaired driving fatalities in calendar year 2015.

#### **C-6 Speeding-Related Fatalities**

**Goal:** Reduce speeding-related fatalities by 4 percent from 54 (2009-2013 average) to 52 by 2016.

**Result:** During calendar year 2015, there were 40 speeding-related fatalities.

#### **C-7 Motorcyclist Fatalities**

**Goal:** Reduce motorcyclist fatalities by 6 percent from 32 (2009-2013 average) to 30 by 2016.

**Result:** During calendar year 2015, there were 26 motorcyclist fatalities.

#### **C-8 Unhelmeted Motorcyclist Fatalities**

**Goal:** Reduce unhelmeted motorcyclist fatalities by 4 percent from 23 (2009-2013 average) to 22 by 2016.

**Result:** During calendar year 2015, there were 16 unhelmeted motorcyclist fatalities.

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

**Goal:** Reduce drivers age 20 and younger involved in fatal crashes by 17 percent from 12 (2009-2013 average) to 10 by 2016.

**Result:** During calendar year 2015, there were 12 drivers, age 20 or younger, involved in fatal crashes.

#### **C-10 Pedestrian Fatalities**

**Goal:** Reduce pedestrian fatalities by 4 percent from 23 (2009-2013 average) to 22 by 2016.

**Result:** During calendar year 2015, there were 25 pedestrian fatalities.

#### **C-11 Bicyclist Fatalities**

**Goal:** Reduce bicyclist fatalities by 50 percent from 2 (2009-2013 average) to 1 by 2016.

**Result:** During calendar year 2015, there were 2 bicyclist fatalities.

#### **B-1 Observed Seat Belt Use**

**Goal:** Increase observed seat belt use for passenger vehicles, front seat outboard occupants by 1 percentage point from 94 percent in 2014 to 95 percent by 2016.

**Result:** The 2016 observational survey showed that Hawaii's seat belt use rate was 94.5 percent.

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

# ANNUAL EVALUATION / ATTITUDINAL SURVEY

## ANNUAL EVALUATION REPORT SUMMARY

	2012	2013	2014	2015
Population	1,392,641	1,408,765	1,420,257	1,431,603
Vehicle Miles Traveled (Millions) – VMT	10,050	10,099	10,174	N/A
Traffic Fatalities	125	102	95	93
Traffic Fatalities & Serious Injuries	N/A	N/A	N/A	N/A
VMT Fatality Rate	1.24	1.01	.93	N/A
VMT Fatality & Serious Injury Rate	N/A	N/A	N/A	N/A
Population Fatality Rate (100,000)	8.98	7.24	6.69	6.57
Registered Vehicle Fatality Rate	9.54	7.44	7.24	7.45
Population Fatality & Serious Injury Rate (100,000)	N/A	N/A	N/A	N/A
Alcohol Involved Fatalities (BAC=.08+)	47	34	30	33
VMT Alcohol Fatality Rate	.47	.34	.29	N/A
Percent Population Using Seat Belts	93%	94%	94%	93%
Percent Fatal Vehicle Occupants Unbelted	55%	55%	47%	41%

## SEAT BELT USE

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

	June 2016	September 2016
Always	95%	93%
Most of the time	3%	5%
Half the time	2%	0%
Rarely	0%	1%
Never	0%	1%

### B-2 Have you heard of the "Click It or Ticket" campaign?

	June 2016	September 2016
Yes	86%	81%
No	14%	19%

## SPEEDING

### S-1 In the past 30-60 days, have you read, seen or heard anything about speed enforcement by police?

	June 2016	September 2016
Yes	40%	43%
No	60%	57%

### S-2 What do you think the chances are of getting a ticket if you drive over the speed limit?

	June 2016	September 2016
Always	18%	16%
Most of the time	22%	24%
Half the time	30%	26%
Rarely	22%	26%
Never	5%	8%



## IMPAIRED DRIVING

**A-1** In the past 30-60 days, have you read, seen or heard anything about alcohol-impaired driving (drunk driving) enforcement by the police?

	June 2016	September 2016
Yes	43%	42%
No	57%	58%

**A-2** What do you think the chances are of someone getting arrested if they drive after drinking?

	June 2016	September 2016
Always	23%	25%
Most of the time	26%	23%
Half the time	24%	21%
Rarely	20%	24%
Never	7%	7%

**A-3** Have you heard of the "Drive Sober or Get Pulled Over" media campaign?

	June 2016	September 2016
Yes	63%	74%
No	37%	26%

**A-4** Have you heard of Hawaii's impaired driving laws?

	June 2016	September 2016
The Hawaii Ignition Interlock Law	44%	30%
It is illegal to drive while impaired by prescription medication.	76%	80%
It is illegal to drive while impaired on marijuana, even if you possess a medical marijuana card.	80%	86%

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

### OCCUPANT PROTECTION

	June 2016	September 2016
All motor vehicle passengers, excluding children in child safety seats and booster seats, are required to wear seat belts in back seats.	95%	98%
Children under the age of 8 need to be in a child safety seat.	90%	92%
Child safety resources are available for free.	46%	55%
It is illegal for passengers 12 years or younger to ride in the bed of a pick up truck.	77%	81%
Should Hawaii ban all passengers from riding in the back/bed of a pick up truck?	56%	69%

### MOTORCYCLE SAFETY

	June 2016	September 2016
Scooters, unlike mopeds, require a motorcycle license to operate them.	55%	57%
Motorcycles need a greater distance to stop than a car does.	63%	79%
You should give at least a 2-3-second space behind a moving motorcycle.	79%	88%
Passengers under 18 years of age on motorcycles are required by law to wear a helmet.	62%	73%

### DISTRACTED DRIVING

	June 2016	September 2016
It is illegal to hold a mobile electronic device such as a cell phone while operating a motor vehicle.	95%	97%

### PEDESTRIAN SAFETY

	June 2016	September 2016
It is illegal to enter a crosswalk when the pedestrian countdown and/or the "don't walk"/red upraised palm is flashing.	95%	97%

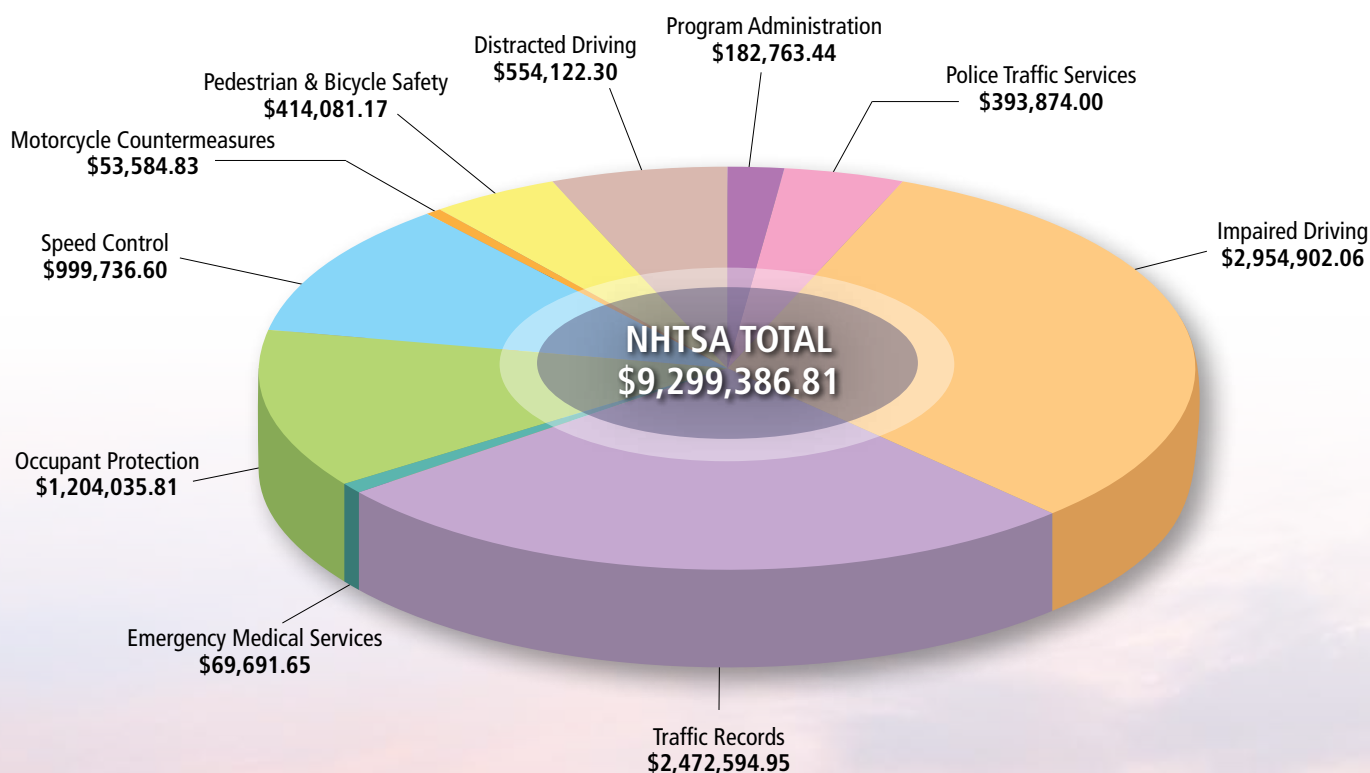
# FEDERAL AID REIMBURSEMENT

F E D E R A L F I S C A L Y E A R 2 0 1 6

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
Planning and Administration	\$152,816.88	\$0.00	\$305,633.76	\$152,816.88	\$152,816.88	\$0.00
Alcohol	\$20,900.00	\$0.00	\$26,125.00	\$20,900.00	\$20,900.00	\$0.00
Emergency Medical Services	\$927.62	\$0.00	\$1,159.53	\$927.62	\$927.62	\$0.00
Motorcycle Safety	\$27,832.97	\$0.00	\$34,791.22	\$27,832.97	\$27,832.97	\$0.00
Occupant Protection	\$406,675.58	\$143,325.40	\$508,344.51	\$406,675.58	\$406,675.58	\$0.00
Pedestrian & Bicycle Safety	\$354,416.47	\$131,731.36	\$443,020.61	\$354,416.47	\$354,416.47	\$0.00
Police Traffic Services	\$255,459.66	\$186,094.17	\$319,324.60	\$255,459.66	\$255,459.66	\$0.00
Speed Management	\$673,917.49	\$671,242.48	\$842,396.87	\$673,917.49	\$673,917.49	\$0.00
Distracted Driving	\$319,060.98	\$257,887.59	\$398,826.25	\$319,060.98	\$319,060.98	\$0.00
<b>NHTSA 402 TOTAL</b>	<b>\$2,212,007.65</b>	<b>\$1,390,281.00</b>	<b>\$2,879,622.35</b>	<b>\$2,212,007.65</b>	<b>\$2,212,007.65</b>	<b>\$0.00</b>
<b>408 Data Program SAFETEA-LU Total</b>	<b>\$56,051.68</b>	<b>\$402.80</b>	<b>\$224,206.72</b>	<b>\$56,051.68</b>	<b>\$56,051.68</b>	<b>\$0.00</b>
154 Planning and Administration	\$13,455.10	\$0.00	\$13,455.10	\$13,455.10	\$13,455.10	\$0.00
154 Alcohol	\$505,857.64	\$375,150.58	\$505,857.64	\$505,857.64	\$505,857.64	\$0.00
154 Paid Media	\$100,000.00	\$0.00	\$100,000.00	\$100,000.00	\$100,000.00	\$0.00
<b>154 Transfer Funds Total</b>	<b>\$619,312.74</b>	<b>\$375,150.58</b>	<b>\$619,312.74</b>	<b>\$619,312.74</b>	<b>\$619,312.74</b>	<b>\$0.00</b>
164 Alcohol	\$148,883.06	\$148,883.06	\$148,883.06	\$148,883.06	\$148,883.06	\$0.00
164 Paid Media	\$45,369.07	\$0.00	\$45,369.07	\$45,369.07	\$45,369.07	\$0.00
<b>164 Transfer Funds Total</b>	<b>\$194,252.13</b>	<b>\$148,883.06</b>	<b>\$194,252.13</b>	<b>\$194,252.13</b>	<b>\$194,252.13</b>	<b>\$0.00</b>
405b High HVE	\$270,021.13	\$270,021.13	\$337,526.43	\$270,021.13	\$270,021.13	\$0.00
405b High Community CPS Services	\$38,934.56	\$38,934.56	\$48,668.20	\$38,934.56	\$38,934.56	\$0.00
405b High Paid Advertising	\$81,683.61	\$0.00	\$102,104.51	\$81,683.61	\$81,683.61	\$0.00
<b>MAP-21 405b OP High Total</b>	<b>\$390,639.30</b>	<b>\$308,955.69</b>	<b>\$488,299.14</b>	<b>\$390,639.30</b>	<b>\$390,639.30</b>	<b>\$0.00</b>
<b>MAP-21 405c Data Program Total</b>	<b>\$352,820.11</b>	<b>\$250,317.35</b>	<b>\$441,025.15</b>	<b>\$352,820.11</b>	<b>\$352,820.11</b>	<b>\$0.00</b>
405d Mid HVE	\$860,631.33	\$860,631.33	\$1,075,788.52	\$860,631.33	\$860,631.33	\$0.00
405d Mid Paid/Earned Media	\$37,459.16	\$0.00	\$46,823.95	\$37,459.16	\$37,459.16	\$0.00
405d Impaired Driving Mid	\$436,161.22	\$178,633.61	\$545,202.17	\$436,161.22	\$436,161.22	\$0.00
<b>MAP-21 405d Impaired Driving Mid Total</b>	<b>\$1,334,251.71</b>	<b>\$1,039,264.94</b>	<b>\$1,667,814.64</b>	<b>\$1,334,251.71</b>	<b>\$1,334,251.71</b>	<b>\$0.00</b>
405f Motorcyclist Training	\$8,183.78	\$0.00	\$10,229.73	\$8,183.78	\$8,183.78	\$0.00
405f Motorcyclist Awareness	\$391.62	\$0.00	\$489.53	\$391.62	\$391.62	\$0.00
<b>MAP-21 405f Motorcycle Programs Total</b>	<b>\$8,575.40</b>	<b>\$0.00</b>	<b>\$10,719.26</b>	<b>\$8,575.40</b>	<b>\$8,575.40</b>	<b>\$0.00</b>
<b>Grand Total</b>	<b>\$5,167,910.72</b>	<b>\$3,513,255.42</b>	<b>\$6,525,252.13</b>	<b>\$5,167,910.72</b>	<b>\$5,167,910.72</b>	<b>\$0.00</b>



## Highway Safety Plan Federal Fiscal Year 2016 Funding



### 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 in Hawaii. 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.

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 administrative duties such as general correspondence, maintaining the database/files of sub-grantees and ensuring compliance with Hawaii State procedures.

# PROGRAM AREAS

## CHILD PASSENGER SAFETY

Working with many partners, the Hawaii Department of Transportation (HDOT) improved and expanded statewide efforts to protect Hawaii's keiki (children) on our roadways.

HDOT took the lead in coordinating monthly meetings with Child Passenger Safety (CPS) coordinators, partners and police departments from each county. These meetings allowed county coordinators to report on local issues and work together to launch new initiatives.

In support of Child Passenger Safety Week in September, HDOT participated in the national education and enforcement campaign with paid advertising, community education and by funding overtime enforcement activities.

HDOT aired a public service announcement (PSA) on local television and in movie theaters to remind viewers that infants and toddlers should ride in rear-facing car seats until they are at least 2 years old. Additionally, HDOT sponsored a child passenger safety segment on the local FOX affiliate KHON-TV's "Living808" program.

The segment focused on keeping children in rear-facing infant car seats and booster seats until they can "graduate" to the next level of child restraint or restraint system.

To supplement the paid media campaign, HDOT retained TLC PR to generate additional earned media for Child Passenger Safety Week and year-round efforts to promote occupant protection. During national CPS week, media messages were seen and/or heard more than 1.5 million times. TLC PR also conducted educational events, presentations and community outreach statewide at events such as the First Hawaiian International Auto Show and the New Baby Expo. These resulted in contact with over 3,000 attendees.

To further educate parents and caregivers about the child restraint law and local child safety resources, HDOT worked with



the State Department of Education (DOE) to distribute 67,000 brochures to elementary students statewide. The brochure described the differences between various types of child safety seats and explained what is appropriate for a child's age, height and weight. The 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.

### Training the Agencies

The non-profit organizations Keiki Injury Prevention Coalition (Oahu) and the Hawaii Alliance (Hawaii County) worked with the four county police departments and the Hawaii County Fire Department (HCFD) in implementing essential CPS efforts and training in their respective counties. This effort also involved local hospitals, insurance agencies and other partners with a vested interest in child passenger safety.

CPS coordinators in each of the counties maintained child restraint inspection stations and organized training and car seat checks.







A key component of the CPS program is to train new technicians and ensure that existing technicians remain proficient and up-to-date with the most current information. During FFY 2016, six CPS technician classes were conducted statewide using the National Highway Traffic Safety Administration standardized curriculum. Participants included police, military, fire, public safety officers and civilians. As a result of the training sessions, Hawaii now has 55 new CPS technicians.

For the first time since Hawaii began offering child restraint services, a statewide Special Needs Course was conducted in the state. The course taught certified instructors and technicians how to properly assess medical conditions and procedures to ensure that all patients will be transported safely. A total of 19 CPS technicians and instructors participated in the class. Of those, two Hawaii instructors are now qualified to continue teaching these important skills. This is vital as we seek to expand the program. HCFD used grant funds to continue its efforts to train personnel to become certified technicians and to expand their community outreach. HCFD conducted eight community car seat check events, which resulted in 144 child safety seat checks. Fire personnel also



educated more than 60 families on whether or not their children should be in booster seats. Additionally, 2 HCFD representatives attended the annual Lifesavers Conference in Long Beach, California, using grant funds.

Through these efforts and initiatives, 100 percent of Hawaii's population has year-round access to regularly scheduled community car seat checks, child restraint inspection stations and grant-funded educational presentations.

## Enforcing the Law

Hawaii's four county police departments continued to enforce the child restraint law with overtime enforcement to check for child safety seat violations. Their hard work and dedication resulted in 276 child restraint citations using grant funds and 1,400 child restraint citations using county funds. Officers also assisted with educational presentations and with child restraint seat inspections and installations at community car seat checks.

### Child Safety Seat Statistics (October 1, 2015 – September 30, 2016)

	Hawaii	Maui	Kauai	Honolulu	Total
3-Day Classes	2	1	1	2	6
Trained	38	9	4	37	88
Types of Participants (EMS, Police, etc.)	Fire, Police, Nurses and Community	Police, Public Safety Aides and Civilians	Police, Public Safety and Military	Judiciary, Military, Hospital & Health Center Staff and Community	
Fitting Stations	4	4	3	8	19
No. Checked at Fitting Stations	44	11	33	1,136	1,224
Community Car Seat Checks	37	17	13	217	284
Number of Seats Checked	370	153	176	535	1,234

# IMPAIRED DRIVING

Hawaii's Fatality Analysis Reporting System data shows that alcohol-related driving fatalities increased from 32 percent in 2014 to 35 percent in 2015, supporting the unfortunate reality that impaired driving remains a significant traffic safety issue. During Federal Fiscal Year (FFY) 2016, the Hawaii Department of Transportation (HDOT) continued its multi-pronged approach to impaired driving.

To guide Hawaii's impaired driving initiatives and streamline efforts, the Hawaii Impaired Driving Task Force was re-established under Executive Order 16-02, which was signed by Governor David Ige on May 31, 2016. The statewide Task Force, coordinated by HDOT, provided guidance for impaired driving initiatives, as well as prioritized strategies in the Impaired Driving Plan and met monthly to address impaired driving concerns.

## Enforcement Initiatives

Recognizing that enforcement is a critical element in combating impaired driving, HDOT provided the four county police departments with funding for impaired driving countermeasures, including HDOT's 52/12 high visibility overtime enforcement.

As part of the statewide 52/12 campaign, the departments conducted at least one checkpoint per week throughout the FFY with additional checkpoints

during major holidays. The Honolulu Police Department established 502 checkpoints and 80 saturation patrols, while Hawaii County Police Department, Maui Police Department and Kauai Police Department conducted 109, 151 and 52 checkpoints respectively.

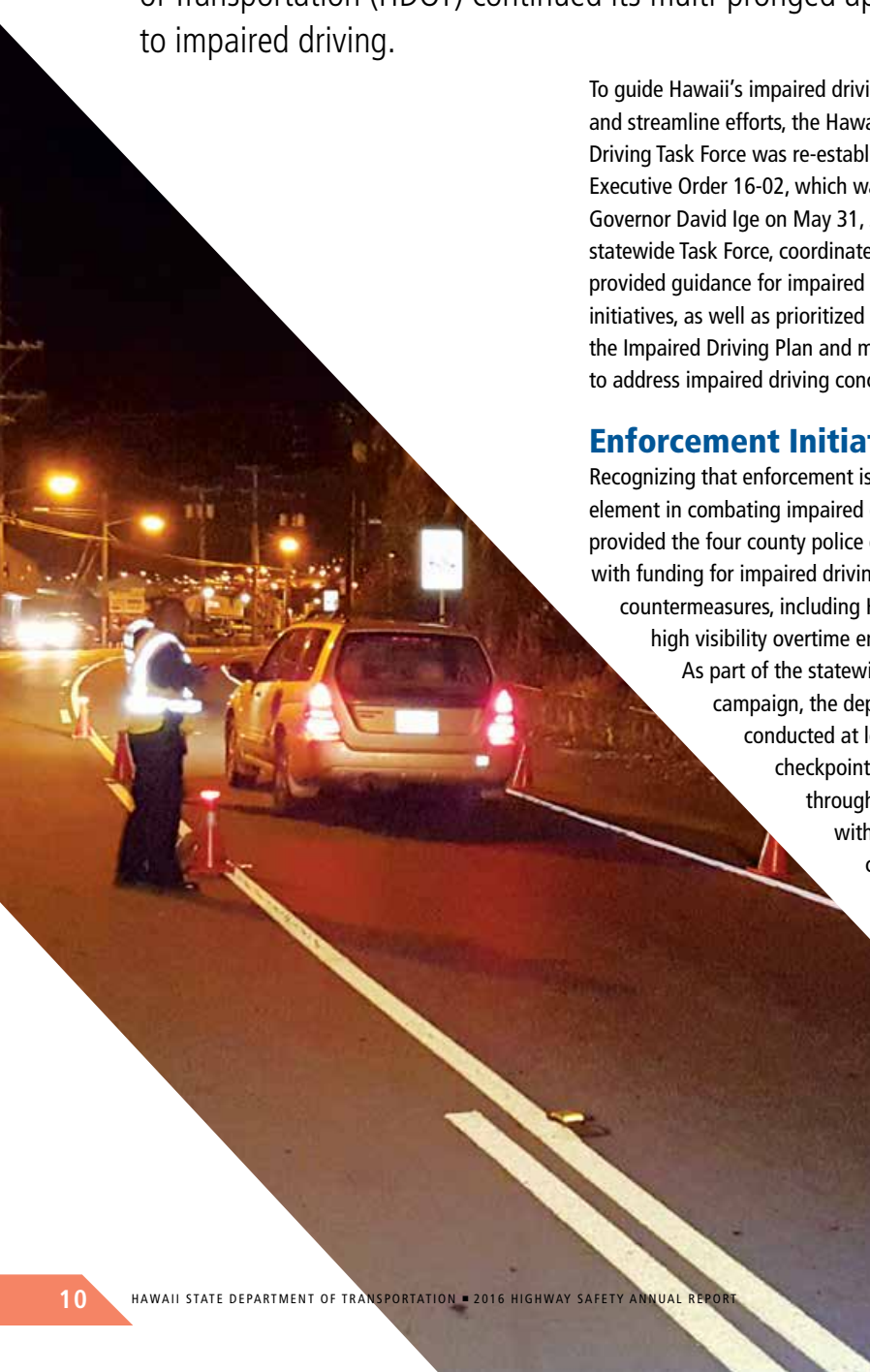
In addition to the 894 sobriety checkpoints and saturation patrols, the police participated in stepped-up enforcement during the National Highway Traffic Safety Administration's (NHTSA) national enforcement mobilizations during December 2015 and August 2016. The departments were also allowed to purchase equipment such as DRE medical kits, Intoxilyzer 8000s, light towers, a generator, and DUI roadblock signs to supplement their enforcement efforts.

Departments accompanied their high visibility enforcement initiatives with interviews aired on public television, impaired driving articles in local newspapers, and public service announcements (PSA) aired on radio stations. Additionally, the departments issued press releases reminding the public to drive sober and that police would be setting up roadblocks throughout the year.

Furthermore, to keep current with emerging issues and concerns facing Hawaii and the nation, departments sent their Traffic Commanders and officers to attend quarterly Traffic Commanders meetings and monthly Impaired Driving Task Force meetings on Oahu, as well as the 32nd Annual Intoxilyzer Users Group in Las Vegas, Nevada, and the Lifesavers Conference in Long Beach, California.

## Prosecuting Impaired Drivers

To keep prosecutors updated with impaired driving issues and concerns when







prosecuting cases, HDOT provided the Offices of the Prosecuting Attorney for Hawaii and Kauai Counties and the Department of the Prosecuting Attorney for Maui County with funding to send prosecutors to attend quarterly Traffic Commanders meetings and monthly Impaired Driving Task Force meetings on Oahu. These meetings provided prosecutors with the chance to share strategies and techniques, as well as update the counties on the current foundational issues in court cases for Operating a Vehicle Under the Influence of an Intoxicant (OVUII).

Moreover, a Maui County deputy prosecutor attended the 32nd Annual Intoxilyzer Users Group and gained knowledge about legal updates, which will assist in preparing against breath alcohol test defense arguments. He also met with CMI Intoxilyzer's legal counsel to address possible future OVUII obstacles related to the Intoxilyzer 8000.

In an effort to improve our Traffic Safety Resource Prosecutor (TSRP) program, HDOT provided funding for recently assigned TSRPs from the Offices of the Prosecuting Attorney for Hawaii and Kauai to attend the Lifesavers Conference and NHTSA's Region 9 Leadership & Training in Long Beach, California. By attending sessions at the Lifesavers Conference, the TSRPs learned new strategies and techniques to prosecute OVUII cases

efficiently and effectively. Additionally, they attended a TSRP Mentoring Visit with Beth Barnes in Phoenix, Arizona, sponsored by the National Association of Prosecutor Coordinators. The training apprised the prosecutors of TSRP position expectations, enabled them to gain access to available resources, as well as observed trainings to train others on current trends in the law, etc. Furthermore, the Kauai County prosecutor attended the TSRP Conference in Omaha, Nebraska, which offered her the chance to network with other TSRPs.

## Judiciary Initiatives

To assist the State Judiciary with furthering its efforts in the area of impaired driving, HDOT provided funding to the District Court of the First Circuit through the Judicial Education Office.

The District Court of the First Circuit used its funding to continue operation of the DWI (Driving While Intoxicated) Court Program. This voluntary program for non-violent repeat offenders provides participants with comprehensive court-supervised treatment opportunities, as well as resources to successfully complete rehabilitation. It also includes regular court appearances before a designated DWI Court judge and regular attendance at self-help meetings. Participants in the program were referred to the DWI Court coordinator by the district court judges, defense counsel and Judiciary's Driver Education Office. Since the program's inception in 2013, the program has graduated 33 repeat offenders, currently has three participants and seven potential participants in the screening process.

Furthermore, the DWI Court coordinator submitted for, but was unsuccessful in, acquiring funding from the legislature to accept the sustainability plan for a state-funded DWI Court Program within the District Court of the First Circuit, as part of the 2017-2018 Hawaii State Judiciary budget.

The Judicial Education Office used funds to provide a statewide training for district court and per diem judges that focused exclusively on impaired driving and highway safety issues. 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 the policies and procedures that will assist courts to implement an equitable and expeditious adjudication process for cases statutorily

Sobriety Checkpoints (Grant Funded)						
	FFY 2012	FFY 2013	FFY 2014	FFY 2015	FFY 2016	Total
Honolulu	321	295	193	186	502	1,497
Hawaii	105	140	142	111	109	607
Maui	117	120	99	124	151	611
Kauai	50	37	52	60	52	251
<b>Total</b>	<b>593</b>	<b>592</b>	<b>486</b>	<b>481</b>	<b>814</b>	

# IMPAIRED DRIVING - cont.

assigned to the district courts. Therefore, it is imperative that judges be apprised of the latest developments in impaired driving, highway safety and judicial techniques.

The Hawaii State Judiciary invited Florida County Court Judge David Denkin (12th Judicial Circuit) to speak at their judicial training. In addition, the following topics were presented at the training:

- Admissibility of Evidence Obtained During the Stop – Statements & Standardized Field Sobriety Exercises
- Telephonic Search Warrants: OVUII Cases
- Chemical Testing – Blood, Breath and Refusals



Based on pre- and post-training survey results, the attendees felt satisfied with the impaired driving and highway safety information that was received during the training.

## Public Education

As part of its educational awareness efforts, HDOT used grant funding to conduct a media campaign, which included broadcasting its "Sober Driver" PSA. The PSA reminded viewers that the designated driver should always be the completely sober driver, not the least impaired person. The PSA aired on television and in movie theaters throughout the year, with increased air time during NHTSA's national enforcement mobilization periods.

In addition, HDOT continued its partnership in the Hawaii Association of Broadcasters, Inc. Public Education Program, which guaranteed a minimum of \$70,000 in free, additional airtime to broadcast its "Bling" PSA. The "Bling" spot uses a tongue-in-cheek approach to remind the public that if they are "going out for the night," officers are strictly enforcing impaired-driving laws and can assist with some "bling" (handcuffs), "a sweet ride" (police car), "a room" (jail cell) and, if lucky, "even a companion for the night" (cell mate).

All impaired driving PSAs included NHTSA's "Drive Sober or Get Pulled Over" tagline and logo.

To supplement its paid media component, HDOT provided funding to TLC PR to conduct an impaired driving educational campaign. The campaign included their ambassadors utilizing creative and face-to-face tactics to raise awareness of the dangers of impaired driving at various high-profile community events on Oahu. Some of TLC PR's activities during FFY 2016 included the following:

- Staging and manning a wrecked car display at the 50th State Fair;
- Reprinting mocktail booklets for distribution at community events;
- Participating in and distributing impaired driving flyers at the Honolulu Night Market and Makers and Tasters events; at St. Patrick's Day

## Operating a Vehicle Under the Influence of an Intoxicant (OVUII) Arrests (Grant and County Funded)

	2011			2012			2013			2014			2015		
	OVUII Arrests	Total Charged		OVUII Arrests	Total Charged		OVUII Arrests	Total Charged		OVUII Arrests	Total Charged		OVUII Arrests	Total Charged	
	Alcohol and/or Drug	Alcohol Arrests	Drug Arrests	Alcohol and/or Drug	Alcohol Arrests	Drug Arrests	Alcohol and/or Drug	Alcohol Arrests	Drug Arrests	Alcohol and/or Drug	Alcohol Arrests	Drug Arrests	Alcohol and/or Drug	Alcohol Arrests	Drug Arrests
Honolulu	-	-	N/A	4,902	4,791	N/A	4,748	4,652	N/A	4,309	4,203	N/A	4,567	4,410	N/A
Hawaii	-	-	N/A	1,477	1,313	125	1,348	1,152	127	1,157	993	125	1,060	908	110
Maui	-	-	N/A	957	840	140	1,084	970	127	869	486	95	765	675	90
Kauai	-	-	N/A	240	195	5	264	237	5	271	217	5	277	212	10
Total	6,044	5,624	N/A	7,576	7,139	270*	7,444	7,011	259*	6,606	5,899	225*	6,669	6,205	210*

\* Total does not include Honolulu's data as drug arrests statistics are not tracked by the Honolulu Police Department.



# EMERGENCY MEDICAL SERVICES

Although the Honolulu Fire Department's (HFD) proposal to purchase two vehicle hydraulic extrication kits had been approved and included in our Federal Fiscal Year 2016 Highway Safety Plan, the Hawaii Department of Transportation determined that the project qualified as a strategy within our state's Strategic Highway Safety Plan.

block party; Cinco de Mayo; and at University of Hawaii sporting events;

- Distributing impaired driving flyers at high school driver education classes;

- Obtaining new partnerships with Street Grindz, Ten Eleven Bar and Murphy's Bar & Grill; and

- Coordinating an impaired driving segment with local FOX affiliate KHON-TV's "Living808" program.

Overall, TLC PR reached more than 500,000 viewers via media coverage and over 100,000 people through their community outreach activities.

## Other HDOT Activities

In addition to coordinating the media buys for the aforementioned PSAs, HDOT conducted two attitudinal surveys that included questions about traffic safety issues such as impaired driving, motorcycles and seat belt usage.

Moreover, HDOT used funds to send a representative from its Traffic Safety Section to attend the Lifesavers Conference to gain a better understanding of the five Es of highway safety - engineering, enforcement, education, emergency medical services, and everyone else - and guidance on using non-infrastructure funds, as well as learn strategies for implementing the Hawaii Strategic Highway Safety Plan.

As such, Federal Highway Administration's Section 148 Highway Safety Improvement Program funds were used to cover the costs of the equipment. HFD purchased

the two extrication kits and assigned them to the rescue trucks housed at the Pawaa and Mililani-Mauka fire stations.



# SPEED CONTROL

Even with Hawaii's more laid-back lifestyle, people are always in a rush to get from one place to the next. Whether it's impatience on the roadways, the thrill of speeding, impairment or lack of good judgment, speeding is a problem in our state.

In 2015, 40 out of 93 traffic fatalities (43 percent) were speed related, which is an increase from 2014, when 36 out of 95 (38 percent) fatalities had speed as a contributing factor.

The Hawaii Department of Transportation (HDOT) and the four county police departments have determined that strict enforcement of the speeding laws is necessary to address this issue and serve as a deterrent for would-be speeders.

## Enforcement

During Federal Fiscal Year (FFY) 2016, the four county police departments utilized grant funding towards year-round and specialized speed enforcement operations in targeted areas.

The Maui Police Department (MPD) deployed its StealthStat to conduct eight traffic surveys in various communities around the island. The department then used the collected data to focus its speed-enforcement efforts in

these areas, as well as to share with the patrol districts for their enforcement plans. As a result, speed enforcement in Wailuku, Kahului, Kula, Kihei, Oluwalu and Lahaina yielded 2,411 grant-funded speeding and 511 other citations. This included a daytime and nighttime SPEED Operation between June 27, 2016 and July 1, 2016, with traffic officers issuing 680 speeding citations, 34 of which were for excessive speeding.

The Hawaii County Police Department (HCPD) conducted 272 speeding projects, along with four island-wide mobilizations throughout FFY 2016. The grant-funded speeding projects resulted in 1,395 speeding and 570 other citations, and eight Operating a Vehicle Under the Influence of an Intoxicant (OVUII) and 21 other arrests. The island-wide mobilizations in October, January, May and August yielded a total of 1,324 speeding citations, with 241 of those from grant-funded enforcement and 1,083 from county-funded enforcement.

The Honolulu Police Department (HPD) utilized 2,969 hours of grant-funded overtime towards high visibility enforcement on Oahu's main travel corridors. These enforcement efforts produced 10,840 speeding citations, 1,433 other citations, three OVUII arrests and 15 other arrests.

During FFY 2016, the Kauai Police Department (KPD) experienced a drastic shortage in personnel due to resignations and retirements that left remaining officers to work double shifts. As a result, officers were unable to work as many speed enforcement projects during the





latter half of the FFY.

The speed projects that were conducted yielded 711 speeding citations, including violations in construction/school zones and for excessive speeding.

## Equipment

To ensure that officers were properly equipped and prepared to enforce Hawaii's speeding laws, the four county police departments utilized grant funds to purchase speed-related equipment and provide training.

MPD purchased four laser speed guns for use by its new solo bike unit, while HCPD purchased 10 radar units that were distributed to the patrol districts island wide, and KPD attained six moving radar units and two laser speed guns. HPD outfitted its patrol officers and traffic officers with 50 laser speed guns and 25 radar units.

To further deter speeders and make drivers aware of their traveling speeds, KPD purchased two Stalker 360 speed trailers that displayed traffic messages while gathering valuable traffic data, and HCPD purchased a speed monitor for use in the Kona area to display the speed of approaching vehicles.

## Public Education

The high visibility enforcement conducted by each of the police departments was supplemented with public education efforts cautioning drivers against speeding.

KPD used the speed trailers to display traffic messages, as well as strategically displayed banners and signs along Kauai's roadways. MPD deployed speed trailers in various areas around the island to deter speeding. HCPD used earned media coverage to warn communities that officers are strictly enforcing speeding laws throughout the year and during special mobilizations.

### Speed Enforcement Statistics (October 1, 2015 – September 30, 2016)

	Honolulu	Hawaii	Maui	Kauai	Total
Grant-Funded Speed Citations	10,840	2,187*	2,411	711	16,149
County-Funded Speed Citations	30,870	10,568	5,414	1,479	48,331

\* 792 of the 2,187 citations were issued using FHWA grant funds.

# PEDESTRIAN & BICYCLE SAFETY

With Hawaii's beautiful year-round weather, walking and biking are healthy and attractive activities for residents and visitors. To protect these vulnerable roadway users, the Hawaii Department of Transportation (HDOT) and its partners continued to conduct statewide educational efforts and high visibility enforcement.

According to Fatality Analysis Reporting System data, there were 25 pedestrian fatalities during calendar year 2015, compared to 24 in 2014. There were two bicyclist fatalities in 2015, compared to four in 2014. Of the 25 pedestrian fatalities, 11 or 44 percent tested positive for alcohol and/or drugs in their systems.

The majority of the pedestrian fatalities occurred in the City & County of Honolulu, which accounts for 78 percent of Hawaii's population. Despite the continued uptrend in pedestrian fatalities, there was a decline in fatalities involving persons 65 years or older, with the number dropping from 15 to eight. A continued focus on education will strive to further reduce the number of fatalities.

## Walking Wise

HDOT contracted TLC PR to continue its Walk Wise Hawaii (WWH) initiatives to increase awareness of pedestrian safety through community events, presentations and media events. This year, they expanded their outreach to the neighbor islands of Hawaii, Maui and Kauai.

During Federal Fiscal Year (FFY) 2016, HDOT worked with TLC PR to develop three new pedestrian safety awareness public service announcements (PSA). Though the PSAs were humorous in nature, their message about jaywalking was serious. Each featured different characters: a grandfather and his granddaughter, a woman and her dog, and a man and his puppet. In each video, the

characters were warned of the danger of entering the crosswalk if the walk signal was not illuminated.

HDOT continued to sponsor traffic safety segments on local FOX affiliate KHON-TV's "Living808" program. Three segments were dedicated to pedestrian safety. Two segments highlighted general pedestrian safety tips while the third focused on the "Be Seen" message. The "Be Seen" segment featured a pedestrian safety fashion show put on by students from the University of Hawaii and Hawaii Pacific University. In addition to the sponsored segments, TLC PR was able to secure two earned media pedestrian safety segments on "Living808." Creating media events and finding media opportunities for pedestrian safety was another component of the program. 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, Safe Routes to School, AARP Hawaii, Moms in Hawaii, McDonald's Restaurants of Hawaii and Neighborhood Security Watch teams. 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.

The highlight of the pedestrian safety program again this year was Hawaii's Pedestrian Safety Month, the first of its kind in the nation. Governor David Ige launched the seventh annual campaign by proclaiming that the entire month of August would be dedicated to pedestrian safety awareness. Representatives from the National Highway Traffic Safety Administration (NHTSA) Region 9 office and other traffic safety partners joined the Governor in making the announcement. The month-long calendar of events included statewide activities such as sign waving, educational presentations





and community outreach. McDonald's Restaurants of Hawaii contributed to the observance by printing pedestrian safety tips on tray liners used at all of its restaurants during August, reaching an estimated 500,000 customers.

The activities brought about positive news coverage and heightened public awareness. In the fourth quarter, there were 35 television, radio and online news stories pertaining to Pedestrian Safety Month and general pedestrian safety education. WWH's efforts were also reported in the statewide Honolulu Star-Advertiser, The Garden Island newspaper on Kauai, and West Hawaii Today newspaper on Hawaii Island. The key messages were: "Be Seen at Night" and "Pedestrian Safety Laws for Both Pedestrians and Drivers." NHTSA Region 9 Deputy Administrator Greg Fredericksen was on hand to help promote the safety messages in person and provide a national perspective to pedestrian safety. He was interviewed on local morning news shows and during the morning and afternoon rush hours on local radio stations.

Throughout the year, the Speakers Bureau offered presentations for senior citizens and others. The Speakers Bureau outreach included 26 presentations addressing more than 4,540 seniors. For the general population, speakers conducted more than 35 presentations that reached over 10,000 people. Their efforts in partnership with the Honolulu Police Department's (HPD) Community Policing Teams resulted in another 21 presentations and outreach for an estimated 1,500 pedestrians and more than 2,600 drivers. HPD officers also participated in other public events including the International Auto Show, where they were able to educate 1,387 drivers.

## Educating Pedestrians

The City & County of Honolulu's DTS partnered with WWH and other local programs to educate the community about pedestrian safety.

During the grant period, DTS educated more than 7,000 people at 17 fairs and conducted more than 20 pedestrian safety presentations to seniors and children. For their "Be Safe Be Seen Halloween Safety"



campaign, they distributed approximately 70,000 retro-reflective stickers and safety flyers to Oahu public elementary school children. The students were encouraged to use the reflective stickers on Halloween night in order to increase their visibility to motorists. DTS also provided 4,000 Halloween reflective stickers and Halloween safety flyers to Oahu satellite city halls and 2,300 stickers and flyers to public libraries on Oahu, for distribution to their patrons.

To catch the attention of children, DTS created pedestrian safety superhero Ped Man in 2013. This popular, local superhero regularly conducts safety presentations at elementary schools and summer fun programs. During the grant year, Ped Man spoke to more than 1,400 students from 16 schools, summer fun programs and non-profit organizations. Furthermore, DTS reached approximately 1,033 children at the Kids Fest event and 258 children at the YMCA Healthy Kids Day fair.

They also started their "pedtextrian" program to focus on college students who tend to text while walking. They had a booth at the Hawaii Pacific University's New Student Orientation Resource Fair and educated students on the hazards of texting while walking.

Hawaii's senior citizens continued to be the main focus of the WWH program, as they are often over represented in pedestrian fatality statistics. DTS delivered 11 presentations to around 334 seniors at elderly apartments and senior groups.

## Changing Behavior

HPD officers looked for and cited both drivers and pedestrians who violated the law. Using grant funds, HPD issued 6,128 pedestrian violation citations and cited another 485 motorists.

Along with enforcement, HPD stepped up educational efforts by conducting 87 informational presentations and community outreach events for 30,160 drivers and pedestrians. The presentations reminded attendees about Hawaii's pedestrian safety laws and offered tips on safe driving and safe walking.

In addition to pedestrian safety initiatives, HPD conducted bicycle enforcement and educational activities. Although a personnel shortage only allowed the Traffic Division to devote 8 hours of overtime to this enforcement effort, the pilot project yielded 24 citations to bicyclists and drivers in a short amount of time.

## Cycling Safely

The Hawaii Bicycling League (HBL) worked to keep Hawaii's vulnerable roadway users safe. The non-profit group conducted 50 Walk Bike Drive program presentations and taught 2,235 participants the elements of safe driving, walking and cycling. A total of 131 Honolulu participants also benefitted from 24 Cycling Skills 101 workshops and learned the basics of safe cycling, proper road riding techniques and Hawaii's traffic laws.

# DRUG RECOGNITION EXPERT

During Federal Fiscal Year (FFY) 2016, the Hawaii Department of Transportation's (HDOT) Highway Safety Section focused much of its drugged driving initiatives around the problem of marijuana-impaired driving.

In 2015, Hawaii's State Legislature had legalized the opening of medical marijuana dispensaries, 15 years after the State legalized medical marijuana (in the interim period, medical marijuana card holders had to grow their own marijuana). The new law specified that production centers and dispensaries could legally begin operations on July 15, 2016.

Based on prior years' data, the Highway Safety Section expects there to be an increase in drug-impaired driving as a result of the opening of the dispensaries and the availability of medical marijuana products. In Hawaii, there was a significant increase in marijuana-impaired driving following the legalization of medical marijuana. According to Fatality Analysis Reporting System data, during the pre-medical marijuana period (1991-2000), 4.89 percent of fatally injured drivers tested positive for having marijuana in their systems. After the medical marijuana program went into effect, the proportion of fatally injured drivers who tested positive for tetrahydrocannabinols (THC) increased to 14.61 percent during the post-medical marijuana period (2001-2011).

Faced with these challenges and a more tolerant societal stance on marijuana, the Highway Safety Section worked diligently to strengthen the Drug Recognition Expert (DRE) Program, build partnerships, expand educational efforts and guide legislation.

## Trainings

With dispensaries set to open in 2016 or early 2017, HDOT strived to train more law enforcement officers in drug impairment recognition.

Advanced Roadside Impaired Driving Enforcement (ARIDE), a prerequisite for DRE School, was held in three of the four counties. The Honolulu Police Department (HPD) conducted two ARIDE classes, which included students from the Hawaii Sheriff Division, while Maui Police Department (MPD) held one ARIDE class. The Kauai Police Department (KPD) incorporated ARIDE into its recruit training, so that all new officers entering the department are well aware of drug-impaired driving. The Hawaii County Police Department (HCPD) did not have an ARIDE class this FFY.

Following ARIDE, HPD hosted a DRE School from February 29 through March 10, 2016 and Certification Nights from March 11-18, 2016. Eleven of the 14 students successfully completed the classroom and field trainings and were certified as DREs, bringing the total number of DREs in Hawaii up to 79 by the end of FFY 2016.

To prepare DREs, county prosecutors and other traffic safety stakeholders for the medical marijuana dispensaries, HDOT coordinated a two-day training that included DRE instructors and TSRPs from Washington State and Colorado who shared their experiences with legalized marijuana and covered such topics as marijuana trends and research; body cameras; and Prosecuting the Drugged Driver. In addition, local instructors provided training on curricula updates, better report writing and Hawaii updates, while representatives from the State of Hawaii Department of the Attorney General, State of Hawaii Department of Health (DOH) Medical Marijuana Registry Program and Medical Marijuana Dispensary

System advised attendees on what to expect with the dispensaries and the new medical marijuana law. HDOT also invited the executive director of The Salvation Army Addiction Treatment Services & Family Treatment Services and a counselor with The Salvation Army Addiction Treatment Services to share a "view from the streets" and to offer a different perspective to the DREs.

## Enforcement

During FFY 2016, Hawaii's DREs across the state conducted more than 110 enforcement evaluations on suspected drug-impaired drivers. To better track these statistics, HDOT pushed for DRE Agency Coordinators and/or individual DREs to input their evaluations and toxicology results in the national DRE database. Although there was still some resistance to doing so, more DREs have been using the site.

## DRE Conference

Representatives from HDOT, HPD, KPD, MPD, HCPD and the Department of the Prosecuting Attorney for the County of Maui attended the 22nd Annual International Association of Chiefs of Police Training Conference on Drugs, Alcohol and Impaired Driving in Denver, Colorado, from August 13-15, 2016. Attendees networked with other states' DREs, toxicologists and TSRPs and learned about national drug trends, issues and challenges. This year's conference was particularly interesting and relevant because of its location in Denver. Hawaii representatives spoke with Colorado DREs; members of the Colorado Department of Transportation and its Office of Transportation Safety; and the contracted marketing firm to find out more about their state's efforts in dealing with legalized recreational marijuana and what they wish they had done prior to the law going into effect. Hawaii's DRE State Coordinator, police departments, county prosecutors





and Highway Safety Section plan to incorporate what they learned into proactive actions to prepare and combat marijuana-impaired driving and the possibility of legal recreational marijuana.

## Medical Marijuana Initiatives

The 2016 legislative session was a busy one filled with many marijuana bills. HDOT tracked all marijuana-related bills and provided testimony in support of or in opposition of these bills, as well as provided comments to other bills. One particular accomplishment HDOT was able to achieve was being named a member of the Medical Marijuana Legislative Oversight Working Group, a committee established under Act 230 (House Bill 2707) that is tasked with addressing issues related to the medical marijuana dispensary program in Hawaii, including operations, edibles, transport and education. HDOT's presence in the Working Group will ensure that traffic safety remains a priority topic for discussion.

## Partnerships

Throughout FFY 2016, the Highway Safety Section maintained strong relationships with its existing traffic safety partners, such as the four county police departments, the Hawaii Sheriff Division, the county prosecutors, DOH, Mothers Against Drunk Driving, the state's toxicologist and the Administrative Driver's License Revocation Office. These partners recognized the need to proactively address the growing drugged-driving problem and met quarterly to discuss DRE issues and trainings. HDOT also communicated with them regularly via phone calls, e-mails and distribution of DRE- and drug-related updates.

Along with these existing collaborations, HDOT strived to build new partnerships with other stakeholders, particularly community groups, youth groups, coalitions and other government agencies. A number of initiatives were completed or have begun as a result of these efforts, including development of a webinar to train

employers on recognizing drug impairment in their employees; initial planning of an educational campaign to inform the public that it is illegal to drive while high; and a presentation to coalitions on the local and national drugged driving problem, HDOT's programs and how we can all work together.

## Public Education

HDOT used media opportunities to educate the public on the dangers of marijuana and prescription drug abuse. Local FOX affiliate KHON-TV brought on a DRE instructor, a lieutenant from HPD's Narcotics/Vice Division, and the co-founder of Smart Approaches to Marijuana to the "Living808" program to caution parents and caregivers about marijuana and impaired driving; showcase the different paraphernalia and methods of ingestion; and highlight how children can mistake marijuana edibles for regular, tempting snacks like candy, lollipops and bottled soda.

# DISTRACTED DRIVING

Nationally, 10 percent of fatal crashes, 18 percent of injury crashes and 16 percent of all police-reported motor vehicle traffic crashes in 2014 were attributed to distraction, according to the National Highway Traffic Safety Administration (NHTSA). Although distracted driving-related incidents tend to be underreported locally, the number of citations issued by Hawaii's police paints a different picture.

## Enforcement

During Federal Fiscal Year (FFY) 2016, the Hawaii Department of Transportation (HDOT) provided the four county police departments with grants to conduct high visibility enforcement of Hawaii's mobile electronic device (MED) law, which has been in effect since July 1, 2013. The year-round distracted driving enforcement, including stepped-up operations during National Distracted Driving Awareness Month, resulted in 6,294 grant-funded MED citations issued statewide. Further breakdown of the county police department activities showed that:

- The Honolulu Police Department (HPD) issued 4,719 MED citations and 1,658 other citations and made 44 arrests;
- The Hawaii County Police Department (HCPD) conducted 107 distracted driving checkpoints that yielded 551 MED citations,

12 speeding citations, 198 moving violations and 250 other citations;

- The Maui Police Department (MPD) issued 884 MED citations and 227 other citations; and

- The Kauai Police Department (KPD) issued 140 MED citations.

To supplement their enforcement efforts, each county police department conducted public education that included the issuance of press releases and community outreach:

- HPD conducted 91 safety talks at community events attended by approximately 30,869 people. During their presentations, an officer discussed the dangers, consequences and penalties of distracted driving, as well as provided tips on how to avoid driving distracted.
- HPD and MPD distributed distracted driving flyers at community events.



- Responding to concerned citizens who witnessed distracted driving, HCPD sent out letters to registered owners of the offending vehicles.

- KPD worked with its local radio station to air a public service announcement (PSA) throughout the grant period, with increased airtime during National Distracted Driving Awareness Month. In the PSA, a KPD officer informed listeners of the dangers of distracted driving and reminded drivers to keep their undivided attention on the roads at all times.

## Public Education

To further support the police departments' enforcement and education initiatives, HDOT issued a grant to TLC PR to conduct an awareness campaign. Using its highly successful and popular Drive Square Simulation System – a lightweight and portable virtual reality video system that can be attached to any motor vehicle, TLC PR participated in community events on three islands and offered attendees the opportunity to experience the dangers and adverse effects of distracted driving in a simulated and safe environment. As a result of these presentations, a total of 1,145 "drivers" and 2,415 observers signed NHTSA's "One Text or Call Could Wreck It All" pledge to:

- Protect lives by never texting or talking on the phone while driving;

**Distracted Driving Enforcement Statistics  
(October 1, 2015 – September 30, 2016)**

	Honolulu	Hawaii	Maui	Kauai	Total
Grant-Funded Distracted Driving Citations	4,719	551	884	140	6,294
County-Funded Distracted Driving Citations	10,623	1,897	1,449	458	14,427
Total	15,342	2,448	2,333	598	20,721



# MOTORCYCLE SAFETY

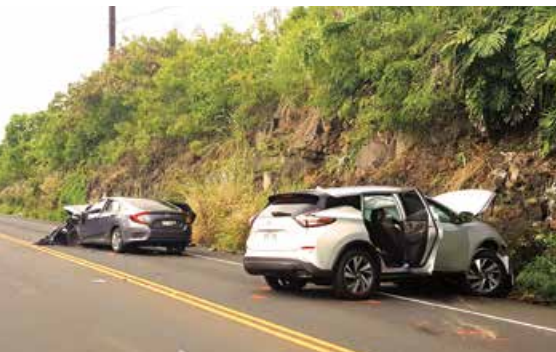
- Be a good passenger and speak out if the driver in the car is distracted; and
- Encourage friends and family to drive phone-free.

Due to high demand and maintaining the momentum created last FFY, TLC PR also took the driving simulator to four local high schools to present to driver education classes.

During FFY 2016, TLC PR created other public relations opportunities, including:

- Pitching local media on stories and statewide activities for April's National Distracted Driving Awareness Month;
- Obtaining new partnerships with Servco Toyota, which provided vehicles for use with the simulator at community events; and with Hawaii Pacific University and Marine Corps Base Hawaii (Safety Division), which acted as community event hosts; and
- Coordinating a distracted driving segment with local FOX affiliate KHON-TV's "Living808" program.

In addition to the earned media initiatives, a paid media campaign showcasing HDOT's "End Distracted Driving Before It Ends You" PSA aired on television and in movie theaters throughout National Distracted Driving Awareness Month.



Motorcycle safety has remained one of our top priorities as the number of fatalities remained high in spite of our efforts. According to Fatality Analysis Reporting System data, there were 26 motorcyclist fatalities during calendar year 2015, compared to 25 in 2014. Impaired driving, speeding and improper maneuvers continued to be major contributing factors.

## Improving Motorcycle Safety

To address these issues, the Hawaii Department of Transportation (HDOT) strived to build a foundation of smart riding behaviors for novice riders who have never been on a motorcycle and those who have not operated a motorcycle in many years. Basic riding courses and motorcycle range instruction provided these skills with students receiving hands-on training on how to properly operate and maneuver a training motorcycle on a protected motorcycle training range. During classroom instruction, participants learned the dangers of speeding and riding while impaired.

Motorcycle safety training courses and training ranges are available on each of the four major islands to ensure that motorcyclists in all communities are offered the opportunity to improve the skills needed to legally and safely operate their own motorcycles on our roads once they are licensed.

Leeward Community College (LCC) led the motorcycle safety training program and coordinated basic rider courses in all four counties, including motorcycle ranges at LCC on Oahu, Hilo Community College on Hawaii Island, and Kauai and Maui community colleges on their respective islands. During FFY 2016, there were 83 classes with 1,284 students who were taught the Hawaii Edition of the Basic Rider Course. These numbers

are a decrease from the FFY 2015 numbers, when 1,393 students were trained during 89 classes held statewide. The reason for the decline was in part due to mass transit railway construction on the west side of Oahu. The construction activity forced LCC to interrupt the training schedule and move the motorcycle training ranges and the classrooms. By the end of May 2016, training resumed, complete with two new ranges.

While training educated the riders, HDOT educated the drivers with a motorcyclist awareness media campaign that ran during Motorcycle Safety Month in May 2016. The campaign featured the most current version of the "Look Twice for Motorcycles" public service announcement and aired on television and in movie theaters statewide.



# OCCUPANT PROTECTION

Seat belts save lives. It's a fact. And yet, there are far too many deaths and serious injuries attributed to drivers and passengers who weren't using seat belts.

Hawaii's Summer 2016 survey of seat belt use showed our compliance rate at 94.5 percent, the highest in five years. Although our rate has remained high, fluctuation in usage is a concern.

The Hawaii Department of Transportation (HDOT) and our partners are proud that Hawaii has maintained a seat belt usage rate of more than 90 percent for more than a decade. However, to save lives and reduce serious injuries, we must keep up the pressure to achieve the ultimate goal of 100 percent. We believe that we can achieve this goal through education, enforcement and publicity to heighten public awareness.

At the news conference launching the May 2016 Click It or Ticket (CIOT) campaign, Hawaii Governor David Ige was joined by representatives from all four county police departments; federal, state and county agencies; and other traffic safety coalitions.

As in the past, HDOT used earned and paid news media coverage to promote the annual



CIOT campaign and the importance of seat belts. Among those who participated in local television and radio morning-show interviews was Greg Fredericksen, deputy administrator of the National Highway Traffic Safety Administration's Region 9 office. The paid media initiatives included public service announcements (PSA) to promote Hawaii's Universal Seat Belt Law and to remind the public that police conduct seat belt enforcement day and night, year round. The PSA aired on television, radio and in movie theaters statewide.

HDOT also used grant funds to retain the public relations firm TLC PR to assist with

earned media placements and educational opportunities to promote regular use of seat belts and child restraints. TLC PR assisted with Governor Ige's CIOT news conference at the State Capitol and at other events throughout the year. TLC PR continued its "Belt Booster Team" to conduct Seat Belt Fit Tests at community events. The aim of these events was to help parents and caregivers determine whether a child was ready to transition from a booster seat to seat belt. As a result, an estimated 1,630,290 viewers, readers and listeners received seat belt and child restraint messages.

## Occupant Protection Enforcement Statistics (October 1, 2015 – September 30, 2016)

	Honolulu	Hawaii	Maui	Kauai	Total
Grant-Funded Seat Belt Citations	2,432	926	733	46	4,137
County-Funded Seat Belt Citations	5,876	3,435	1,443	88	10,842
Grant-Funded Child Restraint Citations	177	38	52	9	276
County-Funded Child Restraint Citations	882	330	181	7	1,400





# POLICE TRAFFIC SERVICES

## Supporting Enforcement

In addition to media and educational campaigns, the four county police departments continued to conduct year-round enforcement of Hawaii's seat belt and child restraint laws. Combined, they issued a total of 4,137 seat belt and 276 child restraint citations using grant funds. Additionally, they issued 10,842 seat belt and 1,400 child restraint citations using county funds.

To complement law enforcement activities, the Honolulu Police Department also conducted 81 traffic safety presentations.

## Community Relations

During FFY 2016, the Hawaii County Police Department coordinated nine CIOT basketball tournaments throughout the county for elementary, middle and high school students. As part of the tournament, police department representatives conducted educational presentations about Hawaii's Universal Seat Belt law and stressed the importance of using seat belts and child restraints. Officers obtained 786 Occupant Protection Agreement Pledges from tournament participants and attendees to always use seat belts and child restraints. These basketball tournaments not only provided valuable information, they also helped foster good relationships and additional earned-media opportunities to promote the CIOT message.



Hawaii's four county police departments and the Hawaii Department of Transportation (HDOT) view reducing the amount of time it takes to investigate a crash scene while improving investigation techniques as an ongoing priority.

Through continual and advanced training, the police departments strive to minimize the amount of time roads are closed, without compromising the integrity of their investigations. Continual training is necessary due to constant changes in personnel as a result of promotions, transfers and new hires. Grant funds were also used to purchase equipment to increase officers' efficiency in investigating and documenting crash scenes.

The Honolulu Police Department (HPD) hosted four Institute of Police Technology and Management (IPTM) courses in Honolulu during Federal Fiscal Year 2016: "Basic Forensic Mapping/SOKKIA," "At-Scene Traffic Crash Investigation," "Advanced Traffic Crash Reconstruction" and "Motorcycle Traffic Crash Investigation."

- Representatives from all four county police departments attended the "At-Scene Traffic Crash Investigation" and "Motorcycle Traffic Crash Investigation" courses.
- Officers from HPD and the Maui Police Department (MPD) attended the "Advanced Traffic Crash Reconstruction" training.
- Investigators from HPD attended the "Basic Forensic Mapping/SOKKIA" class.

In addition, MPD hosted a "Stalker Radar Instructor Training" course, which was attended by Hawaii County Police Department (HCPD) and MPD officers.

Hawaii's crash investigators also attended the following out-of-state trainings and conferences:

- HPD and MPD sent representatives to the 2016 ARC-CSI Crash Conference

in Clark County, Nevada, and the Crash Data Retrieval (CDR) Summit in Houston, Texas. During the CDR Summit, two MPD officers completed the CDR Data Technician Certification Course.

- Two Kauai Police Department officers successfully completed the "Interviewing Techniques for the Traffic Crash Investigator" course in Phoenix, Arizona, and "Occupant Kinematics" course in Irvine, California.
- One MPD officer attended and completed the CDR technician and analyst course in Sacramento, California.

Grant funds were also used to purchase updated CDR data components for MPD and a CDR System for HCPD.

## Law Enforcement Liason

HDOT continued to fund the Hawaii Law Enforcement Liaison (LEL) position. Responsibilities included monitoring Hawaii's Ignition Interlock Program and traffic safety legislation, as well as assisting with the statewide Hawaii Traffic Records Coordinating Committee and the Traffic Commanders meetings. He also represented Hawaii at the Governors Highway Safety Association annual and quarterly meetings and attended the Lifesavers Conference, the 42nd International Forum on Traffic Records and Highway Information Systems, the Drug Recognition Expert (DRE) Conference, the National Highway Traffic Safety Administration Region 9 Leadership & Training and the IACP-DRE regional meeting. Attending these meetings and conferences enabled him to remain up to date on the latest trends and national best practices, sharing the information with Hawaii's traffic safety partners.

# TRAFFIC RECORDS

The need for quality and timely data is vital within the traffic safety community. Data delineates the traffic-related issues in our state. We use data to show decision makers what the problems are, where they are occurring, who are involved and what the contributing factors may be. We gather data to establish baselines to show progress or regression. Even the grants process is completely data driven.

However, the acquisition of good data is not always easy. The Hawaii Traffic Records Coordinating Committee (HTRCC) is committed to improving Hawaii's Traffic Safety Information Systems, leading to more integration of different databases and more accurate, complete and timely data.

During Federal Fiscal Year 2016, the HTRCC met regularly to provide status updates on projects, discuss the challenges that were being faced and brainstormed possible solutions. The group primarily focused its efforts on key endeavors that were identified in the 2011 Traffic Records Assessment and the Hawaii Strategic Highway Safety Plan as priority projects, including the upgrade of Hawaii's crash reporting system; development of a system to transfer Motor Vehicle Accident Reports (MVAR) from the county police departments to the Hawaii Department

of Transportation (HDOT) in a more timely manner; the launch of an electronic citation (or e-citation) pilot project; and continuation of the Hawaii State Department of Health's (DOH) data linkage project.

## Crash Reporting System Update

HDOT's Traffic Safety Section continued its efforts in upgrading its antiquated traffic crash reporting system to a more comprehensive system that will be able to interface with the county police departments and accept electronic crash data. The Traffic Safety Section worked with HDOT's Highways Division IT Manager and a contracted consultant to draft and finalize the Request for Proposals (RFP) for the new system. After encountering some delays during the internal review of the RFP, it was finally posted on the State of Hawaii's procurement site.

HDOT's Traffic Safety Section expects to review all incoming proposals and award the contract to a vendor during FFY 2017.

## Electronic Transfer of Crash Reports

In the interim, the Honolulu and Kauai police departments have been utilizing the secure File Transfer Protocol (FTP) site that HDOT had set up for the direct, electronic transfer of MVARs from the county police departments to HDOT's Traffic Safety Section. This new process has reduced the time it takes for reports to get to HDOT, as well as cut down on unnecessary paperwork and travel for those delivering and/or picking up reports. Maui Police Department (MPD) did not use the FTP site this FFY because they encountered issues with sending attachments and are experiencing staffing shortages. HCPD has decided to hold off on using the FTP site while the department awaits transition to a new records management system. Instead, they manually place scanned MVARs onto CDs and deliver the discs to HDOT.

## Electronic Citations

During FFY 2016, the HTRCC decided to once again focus its efforts on initiating an e-citation system. The E-Citation Subcommittee reconvened, researched different systems and discussed the logistics involved in launching a pilot project within







the Maui and Honolulu police departments. Although a pilot project did not begin during this FFY, the HTRCC developed a framework and determined a timeline for implementation during the next FFY.

## Traffic Records Forum

Representatives from the four county police departments, HDOT and the County of Maui's Department of the Prosecuting Attorney attended the 41st and 42nd International Forum on Traffic Records and Highway Information Systems in Costa Mesa, California, and Baltimore, Maryland, respectively. Since the annual conference was moved from its usual timeframe of October to August in 2016, the conference took place twice in one FFY. The conferences provided the Hawaii contingent the opportunity to learn about other states' traffic records systems; successful programs in place and the challenges that arose; and updates on national initiatives. Moreover, networking with consultants and other states' representatives created connections that may become invaluable resources as Hawaii looks to improve the various components of our own traffic records system.

## Data Linkage

DOH's data linkage project aimed to use a variety of data sources to describe crash-related injuries, to ultimately inform and evaluate crash prevention programs. The Emergency Medical Services and Injury Prevention System Branch (EMSIPSB) within DOH contracted with the Hawaii Health Information Corporation (HHIC) to link Emergency Medical Services' patient care reports from 2014 and 2015 to HHIC's database of billing data abstracts of hospital medical records. (MVAR data from those years was not available for linking during this FFY.)

In addition, EMSIPSB's epidemiologist linked HHIC data from 2010 through 2013 to provide a medical cost analysis for traffic-related injuries. The analysis was presented to traffic safety groups throughout the year and used as supporting data for traffic safety initiatives and legislation.

With Hawaii's legalization of medical marijuana dispensaries during the 2015 legislative session and the anticipated opening of these dispensaries in 2017, HDOT and DOH believe that it is imperative that the traffic safety community establishes baselines with which to compare future data, as well as track statistics to determine the impact medical marijuana dispensaries have on drugged driving. As such, DOH initiated an agreement between HHIC and the two primary clinical laboratories in Hawaii to have toxicology data paired with existing hospitalization and emergency department data. The additional data included quantifying levels of alcohol and the presence of illicit drugs in patients who are treated in emergency department settings across the state. Having this level of data provided more in-depth analysis that will lead to multi-component interventions in addressing the issue of impaired driving.

## Fatality Analysis Reporting System

Because funding for Hawaii's Fatality Analysis Reporting System (FARS) analyst was reduced, grant funding was used to supplement and aid in the collection of data for the FARS program.

## Equipment and Training

To improve upon timeliness, completeness and accuracy of crash data, MPD purchased a Leica ScanStation, which is forensic mapping equipment used in traffic crash investigations and reconstruction. Eighty hours of certified training on the ScanStation was provided to six officers within the department.

MPD also provided 40 hours of ACTAR Certified Training on the MapScenes software and updates to 12 officers. All 12 officers successfully completed the training, and as a result, they will be able to conduct complex fatal and near-fatal crash investigations, producing more comprehensive and complete reports to accompany the MVAR.

## Judiciary Citation Software and Department of Motor Vehicles Bar Coding Projects

Funds were allocated for the purchase of software needed to interface between the police departments' e-citation systems and the Judiciary Information Management System, as well as the purchase of special bar coding software and printers that the Department of Motor Vehicles may use on motor vehicle registration forms to auto-populate e-citations and electronic MVARs. These projects were placed on hold since the e-citation pilot projects did not begin during this FFY and several of the police departments are in the process of either transitioning to or building new records management systems.





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