



Message from the Governor's Highway Safety Representative

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The Hawaii Department of Transportation (HDOT), and many of our partners, adopted the Toward Zero Deaths slogan. It is a collaborative effort to bring the five "E"s (education, enforcement, engineering, emergency medical services and everyone else) together to ultimately eliminate traffic fatalities.

Through endeavors such as the Strategic Highway Safety Plan and shared safety target setting, HDOT will continue to promote safety through both non-infrastructure and infrastructure projects.

Although calendar years 2014 and 2015 showed significant decreases in motor vehicle fatalities, 95 and 93 respectively, there were 120 deaths in 2016. In FFY 2018, we will continue to find ways to reverse the rising number of fatalities.

During the 2017 Federal Fiscal Year (FFY), HDOT worked further to expand our outreach, including social media, to reduce fatalities among younger audiences. HDOT staff began to use various social media messages to promote safe driving behaviors.

Hawaii's 2016 preliminary data showed that 20 percent of statewide motor vehicle fatalities were between the ages of 20 and 29. Of those, 16, or 66 percent, were male.

Motorcyclist fatalities decreased by 8 percent, from 26 to 24. All 24 of those killed were male, with nine, or 37.5 percent, between the ages of 20 and 29. Of the 24 deaths, 15 were not wearing helmets.

In FFY 2017, we renewed our use of a data-driven problem identification process to prioritize resources. Our top priority areas continued to be impaired driving, speeding,

occupant protection, pedestrian safety and motorcycle safety. To reduce the number of fatalities in Hawaii, we selected projects that best aligned with our goals for each of our performance measures. Additionally, the selected projects included evidence-based enforcement activities.

HDOT also continuously analyzed observational survey, crash and citation data to focus our education and enforcement efforts in high-risk areas.

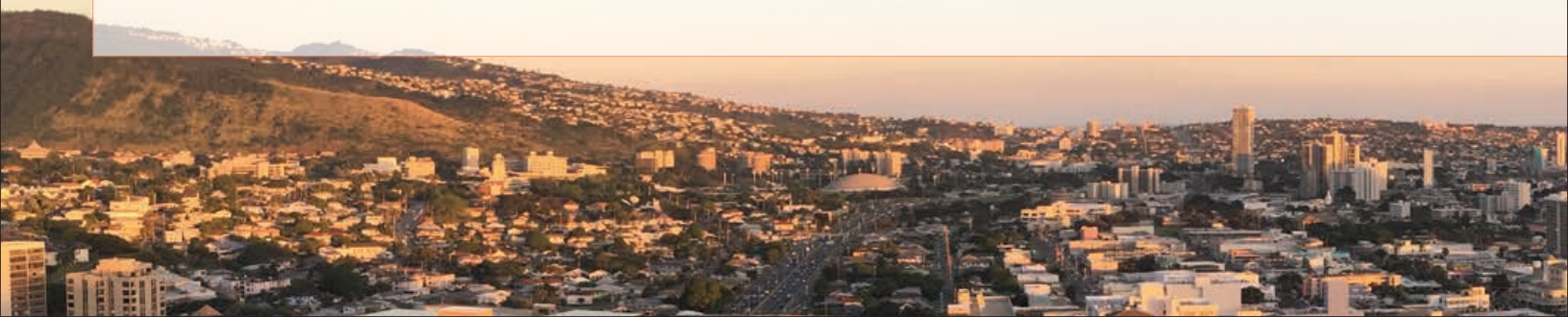
Using National Highway Traffic Safety Administration (NHTSA) grant funds, HDOT made many traffic safety improvements. In particular, we are proud of the following program highlights:

Impaired Driving

Impaired driving, whether from alcohol, prescription medication or illicit substances, remained one of Hawaii's top priorities. Of the victims tested in calendar year 2016, preliminary state data showed that 17 tested positive for alcohol, 40 tested positive for drugs and 14 tested positive for a combination of alcohol and drugs.

During FFY 2017, HDOT worked to re-establish a statewide Court Monitoring program. Ten volunteers were selected to observe and document what happens in the courtroom during select impaired driving cases. HDOT staff developed a database to track the data, which will be compiled and given to stakeholders such as the police, prosecutors and judges to improve the system. We look forward to issuing our first report to stakeholders in 2018.

Throughout this FFY, the Hawaii Impaired Driving Task Force (IDTF) played a critical role for HDOT by creating the FFY 2018 Impaired



with Aloha



Driving Plan with strategies related to the following: Legislation and Funding; Education and Community Action; Enforcement; Adjudication and Treatment; and Engineering. Additionally, IDTF provided crucial feedback on impaired driving issues in preparation for the upcoming legislative session.

We have also begun the process to expand our private partnerships and look forward to new endeavors.

HDOT continues to raise awareness of the dangers of drug-impaired driving and, as a result, counteract its effects within our communities. In developing a Driving Under the Influence of Drugs (DUID) Blueprint for Hawaii, HDOT is working with law enforcement agencies, county prosecutors, community coalitions and other stakeholders to form a dynamic list of strategies that will guide us as we combat drugged driving. HDOT's participation in the Medical Cannabis Legislative Oversight Working Group created by Act 230 ensures that public safety and drugged driving remain top of mind as the group develops and recommends legislation to improve the medical marijuana dispensary system in Hawaii.

Pedestrian Safety

In the 2016 calendar year, preliminary state data showed that there was an increase in fatalities, from 25 in 2015 to 32 in 2016. Of the 32 pedestrian fatalities, 16, or 50 percent, had alcohol, drugs or a combination of both in their systems. The data also showed that of the 32 pedestrians, 18 or 56 percent, were 50 years or older.

To address pedestrian fatalities, we continued our education and enforcement efforts. The highlight of the pedestrian safety program continued to be our Pedestrian Safety Month.

We are proud that Hawaii was the first state in the nation to have a Pedestrian Safety Month, which dedicated an entire month to pedestrian safety activities. This year, we were thrilled to have representatives from the NHTSA Region 9 office help us launch the month of pedestrian awareness activities.

During this year's Pedestrian Safety Month, we

announced our new partnership with the Girl Scouts of Hawaii to promote pedestrian safety. To participate, Girl Scouts must attend a pedestrian safety presentation, then conduct their own talk or volunteer at an event to promote pedestrian safety. Each scout is recognized for her dedication with a patch specially designed for the Walk Wise Hawaii program.

Pedestrian Safety Month activities generated 62 TV, radio and online stories about Pedestrian Safety Month and general pedestrian safety education. Radio highlights included live interviews on Summit Media's morning and afternoon drive-time programs. Total media (TV, print, radio and online) impressions for Pedestrian Safety Month was 3,524,594. During August, TLC educated 20,015 people through their pedestrian presentations.

Traffic Records

In the realm of Hawaii's Traffic Records, HDOT and the Traffic Records Coordinating Committee have made great strides with a new crash reporting system and electronic citations. Development of the State of Hawaii Advanced Crash Analysis (SHACA) system is underway, with a vendor selected to build the system, work with county police departments to create interfaces and map out integration for timely data input and invaluable crash analysis. HDOT anticipates that crash reports will be up to date in the SHACA system by mid-2019. On Maui, after much deliberation and planning, an electronic citation (or e-citation) pilot project kicked off with Hawaii's first e-citation issued by the Maui Police Department in April.

In our most recent radio campaign, we reminded listeners to think about the lives lost due to careless mistakes.

We understand that to some people the number 120 may not seem noteworthy. But we all need to remember that each one of these 120 deaths were significant and that every life is important. That's 120 families forever broken by these preventable tragedies. It's 120 mothers, fathers, sons and daughters who never

made it home because of someone's carelessness or selfish behavior.

Perhaps if everyone understood the significance of each fatality, and realized that even one is still one too many, then we can begin to change our attitude to make better decisions.

To complement the non-infrastructure safety work that is being done by our staff, HDOT is also working to enhance our infrastructure to improve traffic safety. We have made advances to be more transparent so that the public can see the motor vehicle fatality data as well as infrastructural improvements that are underway or planned for the near future. As a result, the public will be able to see the information we use to prioritize and design projects.

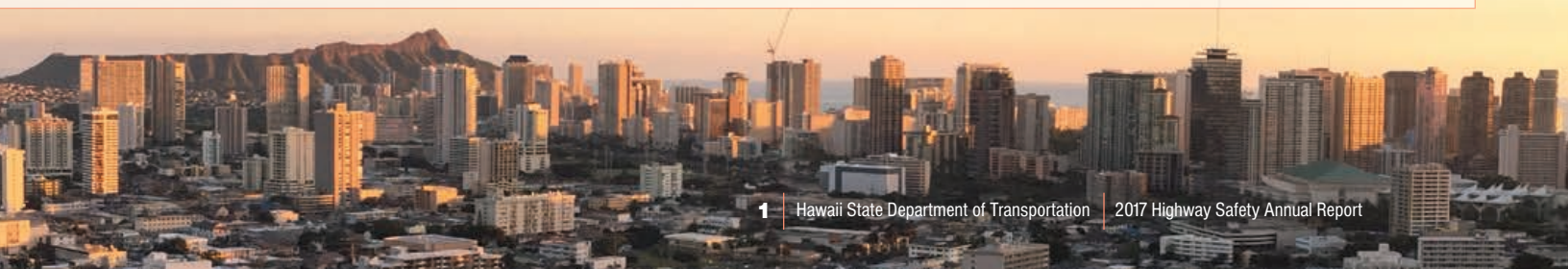
By next year, crash data will be online so the public can also view the data that is being used to assess project safety needs. HDOT historical crash data will be up to date by August 2018. Additionally, HDOT has issued policies to require safety improvements in every project.

HDOT remains optimistic that Hawaii is making strides towards zero fatalities. We have fantastic partners who work tirelessly to reduce injuries and deaths on our roadways. We are working hard to expand our partnerships to help educate more roadway users about their responsibilities in reducing fatalities.

Together, we will continue to work towards zero fatalities.

Sincerely,

Jade Butay
Interim Director of Transportation
Governor's Highway Safety Representative





Traffic Safety Core Performance Measures

Hawaii Report Card

Core Outcome Measures*

C-1 Traffic Fatalities (FARS)

Goal: Reduce traffic fatalities by 2 percent from 107 (2010-2014 average) to 105 by 2017.

Result: During calendar year 2016, there was a total of 120 traffic fatalities.

C-2 Total Serious Injuries (TARS)

Goal: Reduce serious traffic injuries by 5 percent from the 344 (2007-2011 average) to 327 by 2017. Data for 2012, 2013 and 2014 were not available at this time.

Result: During calendar year 2015, the most current state data available, there were 458 serious traffic injuries.

C-3 Total Fatalities/VMT

Goal: Decrease the Fatalities/VMT by 2 percent from 1.06 (2010-2014 average) to 1.04 by 2017.

Result: During calendar year 2015, the most current state data available, Hawaii's Fatalities/VMT was 0.90.

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

Goal: Reduce unrestrained passenger vehicle occupant fatalities, all seating positions, by 5 percent from 22 (2010-2014 average) to 21 by 2017.

Result: During calendar year 2016, there was a total of 22 unrestrained motor vehicle fatalities.

C-5 Alcohol-Impaired Driving Fatalities

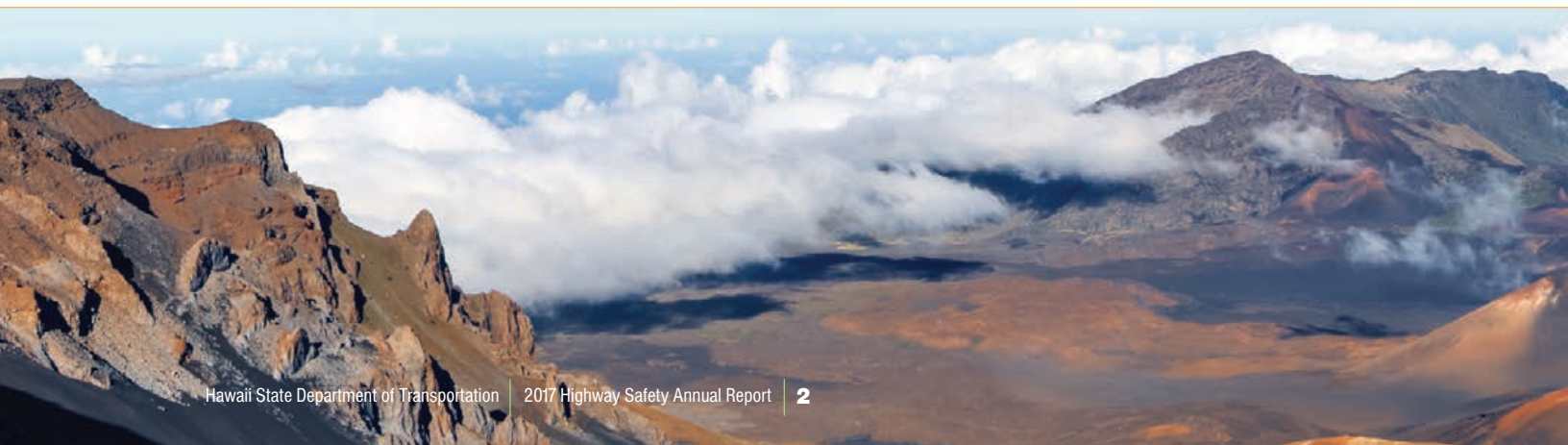
Goal: Reduce alcohol-impaired driving fatalities by 3 percent from 40 (2010-2014 average) to 39 by 2017.

Result: There was a total of 34 alcohol-impaired driving fatalities in calendar year 2016.

C-6 Speeding-Related Fatalities

Goal: Reduce speeding-related fatalities by 2 percent from 49 (2010-2014 average) to 48 by 2017.

Result: During calendar year 2016, there were 54 speeding-related fatalities.





C-7 Motorcyclist Fatalities

Goal: Reduce motorcyclist fatalities by 3 percent from 30 (2010-2014 average) to 29 by 2017.

Result: During calendar year 2016, there were 24 motorcyclist fatalities.

C-10 Pedestrian Fatalities

Goal: Reduce pedestrian fatalities by 4 percent from 24 (2010-2014 average) to 23 by 2017.

Result: During calendar year 2016, there were 32 pedestrian fatalities.

C-8 Unhelmeted Motorcyclist Fatalities

Goal: Reduce unhelmeted motorcyclist fatalities by 5 percent from 21 (2010-2014 average) to 20 by 2017.

Result: During calendar year 2016, there were 15 unhelmeted motorcyclist fatalities.

C-11 Bicyclist Fatalities

Goal: Reduce bicyclist fatalities by 33 percent from 3 (2010-2014 average) to 2 by 2017.

Result: During calendar year 2016, there were 0 bicyclist fatalities.

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

Goal: Reduce drivers age 20 and younger involved in fatal crashes by 9 percent from 11 (2010-2014 average) to 10 by 2017.

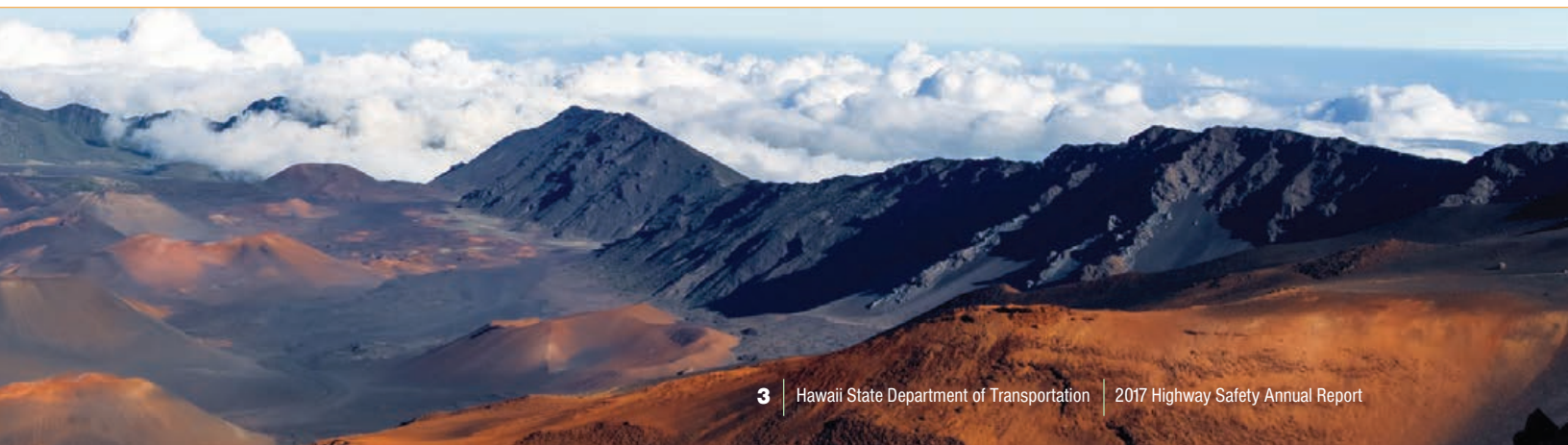
Result: During calendar year 2016, there were 12 drivers, age 20 or younger, involved in fatal crashes.

B-1 Observed Seat Belt Use

Goal: Increase observed seat belt use for passenger vehicles, front seat outboard occupants by 1 percentage point from 93 percent in 2015 to 94 percent by 2017.

Result: The 2016 observational survey showed that Hawaii's seat belt use rate was 95 percent.

* Preliminary state data was used for the Traffic Safety Core Performance Measures.





Annual Evaluation / Attitudinal Survey

ANNUAL EVALUATION REPORT SUMMARY

	2013	2014	2015	2016
Population	1,406,481	1,416,349	1,425,157	1,428,557
Vehicle Miles Traveled (Millions) – VMT	10,099	10,174	10,301	N/A
Traffic Fatalities	102	95	93	120
Traffic Fatalities & Serious Injuries	590	607	N/A	N/A
VMT Fatality Rate	1.01	.93	.90	N/A
VMT Fatality & Serious Injury Rate	5.84	5.97	4.45	N/A
Population Fatality Rate (100,000)	7.25	6.71	6.53	8.40
Registered Vehicle Fatality Rate	7.44	7.24	7.45	N/A
Population Fatality & Serious Injury Rate (100,000)	41.95	42.86	32.14	N/A
Alcohol-Impaired Driving Fatalities (BAC=.08+)	34	30	34	34
VMT Alcohol Fatality Rate	.34	.29	.33	N/A
Percent Population Observed Using Seat Belts	94%	94%	93%	95%
Percent Fatal Vehicle Occupants Unbelted	55%	47%	41%	34%

IMPAIRED DRIVING

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

	April 2017	September 2017
Always	15%	22%
Most of the time	23%	19%
Half the time	29%	28%
Rarely	25%	27%
Never	8%	4%

Are you in favor of Hawaii legalizing recreational marijuana?

	April 2017	September 2017
Yes, in favor	30%	30%
No, not in favor	57%	53%
Not sure	13%	17%

Now that medical marijuana dispensaries are legal in Hawaii and medical marijuana is more accessible to patients, how likely are you to apply for a marijuana registration card?

	April 2017	September 2017
Very likely	4%	3%
Somewhat likely	1%	1%
Neutral	9%	2%
Somewhat unlikely	19%	4%
Very unlikely	67%	90%

Have you heard of Hawaii's impaired driving laws?

	April 2017	September 2017
The Hawaii Ignition Interlock Law	33%	31%
It is illegal to drive while impaired by prescription medication.	53%	80%
It is illegal to drive while impaired on marijuana, even if you possess a medical marijuana card.	82%	76%

SEAT BELT USE

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

	April 2017	September 2017
Always	94%	96%
Most of the time	3%	3%
Half the time	1%	1%
Rarely	1%	0
Never	1%	0

Have you heard of the “Click It or Ticket” campaign?

	April 2017	September 2017
Yes	77%	85%
No	23%	15%

SPEEDING

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

	April 2017	September 2017
Yes	53%	41%
No	47%	59%

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

	April 2017	September 2017
Always	15%	20%
Most of the time	23%	17%
Half the time	29%	29%
Rarely	24%	29%
Never	9%	5%

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

Occupant protection

	April 2017	September 2017
All motor vehicle passengers, excluding children in child safety seats and booster seats, are required to wear seat belts in back seats.	95%	94%
Children under the age of 8 need to be in a child safety seat.	80%	88%
Child safety resources are available for free.	44%	48%
It is illegal for passengers 12 years or younger to ride in the bed of a pickup truck.	77%	79%
Should Hawaii ban all passengers from riding in the back/bed of a pickup truck?	56%	60%

Distracted driving

	April 2017	September 2017
It is illegal to hold a mobile electronic device such as a cell phone while operating a motor vehicle.	94%	94%

Motorcycle safety

	April 2017	September 2017
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 on motorcycles under 18 years of age are required by law to wear a helmet.	62%	73%

Pedestrian safety

	April 2017	September 2017
It is illegal to enter a crosswalk when the pedestrian countdown and/or the don't walk/red upraised palm is flashing.	69%	84%



Federal Aid Reimbursement

Federal Fiscal Year 2017

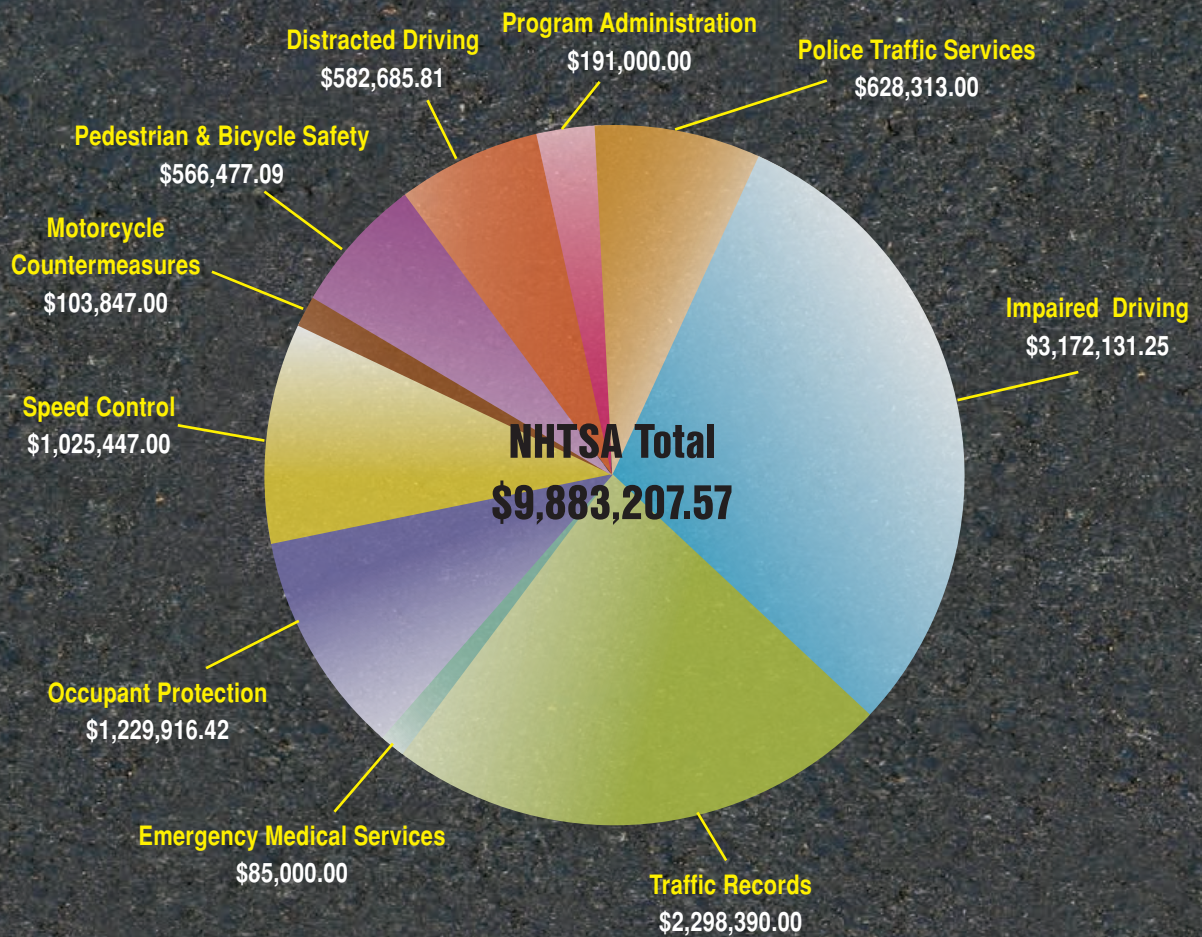
Program Area/Project	HCS Federal Funds Obligated	Amount of Share to Local Benefit	Cumulative State/Federal Cost to Date	Cumulative Federal Funds Expended	Federal Previous Amount Claimed	Federal Funds Claimed this Period
Planning and Administration	\$75,699.36	\$0.00	\$151,398.72	\$75,699.36	\$75,699.36	\$0.00
Motorcycle Safety	\$30,423.21	\$0.00	\$38,029.01	\$30,423.21	\$30,423.21	\$0.00
Occupant Protection	\$497,586.27	\$387,337.64	\$621,982.88	\$497,586.27	\$497,586.27	\$0.00
Pedestrian/Bicycle Safety	\$357,439.33	\$170,225.69	\$446,799.19	\$357,439.33	\$357,439.33	\$0.00
Police Traffic Services	\$327,020.11	\$205,902.22	\$408,775.18	\$327,020.11	\$327,020.11	\$0.00
Speed Management	\$19,802.48	\$0.00	\$24,753.11	\$19,802.48	\$19,802.48	\$0.00
Distracted Driving	\$108,628.14	\$11,923.24	\$135,785.19	\$108,628.14	\$108,628.14	\$0.00
NHTSA 402 TOTAL	\$1,416,598.90	\$775,388.79	\$1,827,523.28	\$1,416,598.90	\$1,416,598.90	\$0.00
408 Data Program SAFETEA-LU Total	\$49,000.45	\$0.00	\$196,001.80	\$49,000.45	\$49,000.45	\$0.00
154 Alcohol	\$953,008.79	\$953,008.79	\$953,008.79	\$953,008.79	\$953,008.79	\$0.00
154 Transfer Funds Total	\$953,008.79	\$953,008.79	\$953,008.79	\$953,008.79	\$953,008.79	\$0.00
164 Alcohol	\$745,864.15	\$487,629.69	\$745,864.15	\$745,864.15	\$745,864.15	\$0.00
164 Paid Media	\$119,547.71	\$0.00	\$119,547.71	\$119,547.71	\$119,547.71	\$0.00
164 Transfer Funds Total	\$865,411.86	\$487,629.69	\$865,411.86	\$865,411.86	\$865,411.86	\$0.00
405b High HVE	\$97,697.91	\$97,697.91	\$122,122.40	\$97,697.91	\$97,697.91	\$0.00
405b High Community CPS Services	\$17,520.79	\$17,520.79	\$21,900.99	\$17,520.79	\$17,520.79	\$0.00
MAP 21 405b OP High Total	\$115,218.70	\$115,218.70	\$144,023.39	\$115,218.70	\$115,218.70	\$0.00
MAP 21 405c Data Program Total	\$140,349.97	\$30,927.46	\$175,437.48	\$140,349.97	\$140,349.97	\$0.00
405d Mid HVE	\$24,217.39	\$24,217.39	\$30,271.74	\$24,217.39	\$24,217.39	\$0.00
405d Impaired Driving Mid	\$142,260.98	\$605.10	\$177,826.25	\$142,260.98	\$142,260.98	\$0.00
MAP 21 405d Impaired Driving Mid Total	\$166,478.37	\$24,822.49	\$208,097.99	\$166,478.37	\$166,478.37	\$0.00
Planning and Administration	\$76,604.66	\$0.00	\$153,209.32	\$76,604.66	\$76,604.66	\$0.00
Alcohol	\$6,900.00	\$0.00	\$8,625.00	\$6,900.00	\$6,900.00	\$0.00
Emergency Medical Services	\$76,875.60	\$75,748.00	\$96,094.50	\$76,875.60	\$76,875.60	\$0.00
Motorcycle Safety	\$12,626.17	\$5,015.00	\$15,782.71	\$12,626.17	\$12,626.17	\$0.00
Police Traffic Services	\$2,936.63	\$0.00	\$3,670.79	\$2,936.63	\$2,936.63	\$0.00
Speed Management	\$811,146.72	\$811,146.72	\$1,013,933.41	\$811,146.72	\$811,146.72	\$0.00
Distracted Driving	\$281,018.43	\$281,018.43	\$351,273.05	\$281,018.43	\$281,018.43	\$0.00
FAST Act NHTSA 402 TOTAL	\$1,268,108.21	\$1,172,928.15	\$1,642,588.78	\$1,268,108.21	\$1,268,108.21	\$0.00

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
405b High Public Education	\$123,917.93	\$14,236.03	\$154,897.41	\$123,917.93	\$123,917.93	\$0.00
405b High Community CPS Services	\$29,280.33	\$29,280.33	\$36,600.43	\$29,280.33	\$29,280.33	\$0.00
405b OP High	\$28,645.88	\$0.00	\$35,807.36	\$28,645.88	\$28,645.88	\$0.00
FAST Act 405b OP High Total	\$181,844.14	\$43,516.36	\$227,305.20	\$181,844.14	\$181,844.14	\$0.00
FAST Act 405c Data Program Total	\$186,950.18	\$186,019.38	\$233,687.74	\$186,950.18	\$186,950.18	\$0.00
405d Mid HVE	\$58,819.70	\$58,819.70	\$73,524.62	\$58,819.70	\$58,819.70	\$0.00
405d Impaired Driving Mid	\$85,964.52	\$69,350.88	\$107,455.66	\$85,964.52	\$85,964.52	\$0.00
FAST Act 405d Impaired Driving Mid Total	\$144,784.22	\$128,170.58	\$180,980.28	\$144,784.22	\$144,784.22	\$0.00
405f Motorcyclist Training	\$5,356.61	\$5,356.61	\$6,695.77	\$5,356.61	\$5,356.61	\$0.00
FAST Act 405f Motorcycle Programs Total	\$5,356.61	\$5,356.61	\$6,695.77	\$5,356.61	\$5,356.61	\$0.00
405h Training	\$3,839.64	\$3,839.64	\$4,799.56	\$3,839.64	\$3,839.64	\$0.00
405h Law Enforcement	\$37,496.66	\$37,496.66	\$46,870.84	\$37,496.66	\$37,496.66	\$0.00
405h Public Education	\$23,068.02	\$0.00	\$28,835.03	\$23,068.02	\$23,068.02	\$0.00
FAST Act 405h Nonmotorized Safety Total	\$64,404.32	\$41,336.30	\$80,505.43	\$64,404.32	\$64,404.32	\$0.00
NHTSA Total	\$5,557,514.72	\$3,964,323.30	\$6,741,267.79	\$5,557,514.72	\$5,557,514.72	\$0.00
Grand Total	\$5,557,514.72	\$3,964,323.30	\$6,741,267.79	\$5,557,514.72	\$5,557,514.72	\$0.00



Highway Safety Plan

Federal Fiscal Year 2017 Funding



Program Administration

The primary function of the Hawaii Department of Transportation's 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, the Fiscal Coordinator and operating costs of the Highway Safety Section, including staff salaries, travel and training expenses.

The Highway Safety Section funds numerous traffic safety initiatives statewide, which require extensive fiscal oversight. The Fiscal Coordinator continued to provide much needed budgetary 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 and files of sub-grantees, and ensuring compliance with Hawaii State procedures.



Program Areas

Child Passenger Safety

The Hawaii Department of Transportation (HDOT) improved and expanded statewide efforts to protect Hawaii's keiki (children) on our roadways.

To have the most efficient and updated program possible, HDOT took the lead in coordinating monthly meetings with Child Passenger Safety (CPS) county coordinators, police departments and other child passenger safety partners. These meetings allowed all CPS coordinators and partners to report on local issues and to work together to launch new initiatives such as a revised Birth to Boosters brochure that explains the different types of car seats and what is appropriate for the child's size and age.

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 should ride in rear-facing car seats until they are at least 2 years old. Additionally, HDOT also sponsored a

CPS segment on the local FOX affiliate KHON-TV's "Living808" program. The segment focused on what Hawaii's child restraint law requires and the importance of using child safety seats and booster seats. It was also an opportunity to promote Child Passenger Safety Week events.

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. TLC also conducted educational events and presentations statewide. During national Child Passenger Safety week, media messages were seen and/or heard more than 1.5 million times. TLC also conducted community outreach at events such as the First Hawaiian International Auto Show and the New Baby Expo. More than 33,000 attendees saw the messages and/or had contact with the educators.

To further teach parents and caregivers about the child restraint law and local

child safety resources, HDOT worked with the State Department of Education (DOE) to distribute 60,000 brochures to elementary school students statewide. The brochure described the difference 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 for Community Health (Hawaii County) worked with the four county police departments to implement 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 CPS.

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



Child Safety Seat Statistics (October 1, 2016 – September 30, 2017)

	Hawaii	Maui	Kauai	Oahu	Total
3-Day Classes	2	1	0	2	5
Trained	33	13	0	23	69
Types of Participants (EMS, Police)	Fire, Police, Nurses and Community	Police, Public Safety Aides and Civilians	Police, Public Safety, Military	Police, EMS, Military, Hospital & Health Center staff, Community	
Inspection Stations	4	4	3	8	19
No. Checked at Inspection Stations	104	136	16	1,277	1,533
Community Car Seat Checks	23	15	18	16	72
Number of Seats Checked	365	121	201	540	1,227

A key component of the CPS program is to train new technicians and ensure that technicians currently on the job remain proficient and up-to-date with the most current information. During Federal Fiscal Year 2017, five CPS technician classes were conducted statewide, using the National Highway Traffic Safety Administration standardized curriculum. Participants included police, military, fire, emergency medical services, public safety officers and civilians. As a result of the training sessions, Hawaii now has 69 new CPS technicians.

Priority was given to keeping Hawaii's existing CPS technicians and instructors updated on the latest child safety seat installation techniques and best practices. Not only are they training new technicians, but they are also the people who interact with parents and caregivers at inspection stations and community car seat checks. As such, HDOT coordinated a state-wide refresher training session on Oahu for certified instructors and technicians. More than 100 certified technicians and instructors from around the state attended the two sessions to learn about the new technology, airbags and recalls. The class was also offered in the counties of Maui and Hawaii.



The Hawaii County Fire Department (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 helped more than 60 families understand whether or not their child should be in a booster seat. 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.

Law Enforcement Initiatives

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 849 child restraint citations using grant funds and 886 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.



Impaired Driving

Although Hawaii's Fatality Analysis Reporting System data shows that alcohol-impaired driving fatalities decreased from 37 percent in 2015 to 28 percent in 2016, impaired driving continues to be a significant contributing factor on Hawaii's roadways. Preliminary data shows that of the state's 120 traffic fatalities in 2016, 71 (59.2 percent) had alcohol and/or drugs in their system, which increased from 54.8 percent in 2015.

During Federal Fiscal Year (FFY) 2017, the Hawaii Department of Transportation (HDOT) used federal funding to further its multi-pronged approach to impaired driving, which included the following enforcement, prosecutorial, judicial and educational components.

Enforcement Initiatives

As enforcement continues to be an essential component of the National Highway Traffic Safety Administration's (NHTSA) national enforcement mobilizations, the Honolulu Police Department (HPD), Maui Police Department (MPD), Kauai Police Department (KPD), and Hawaii County Police Department (HCPD) continued their overtime, high visibility enforcement efforts by participating in HDOT's 52/12 campaign. As part of the campaign, the departments conducted at least one sobriety checkpoint per week throughout the FFY, with additional efforts during the major holidays. They also stepped up enforcement and increased the number of checkpoints during the national Labor Day and winter holidays impaired driving crackdown periods. In all, the four counties conducted 678 checkpoints, which resulted in 97,396 vehicles checked,



11,499 citations issued and 1,594 arrests. Also, each police department issued news releases informing the public that they would be setting up impaired driving checkpoints throughout the upcoming months and reminding them to drive sober.

Additionally, HPD conducted retail store compliance checks using underage decoy volunteers with plain-clothed police officers to observe the decoys attempt alcohol purchases. HPD visited 508 establishments and issued 43 citations to retail store personnel making illegal sales to a minor, and gave two warnings with a reminder that sales to underage persons would be enforced. The retail establishments that had an employee cited will provide their employee with more training and ensure that sales to a minor do not occur in the future. Relatedly, MPD and KPD conducted nine operations targeting underage individuals illegally drinking in public areas and parks, which resulted in eight Operating a Vehicle Under the Influence of an Intoxicant (OVUII) arrests and 25 other arrests.

To more efficiently fight impaired driving, representatives from the county police departments collaborated, sharing ideas and resolving issues during quarterly Traffic Commanders and monthly Impaired Driving Task Force meetings. Similarly, attending national conferences and training like the CMI Intoxilyzer Users Group allowed them to learn about other states' enforcement efforts and keep abreast of the latest trends in traffic safety.

Successful enforcement of Hawaii's OVUII laws depends on several factors

including detection, arrest, breath or blood alcohol testing, prosecution and administrative revocation. As such, breath alcohol testing supervisors play a key role in the validity and admissibility of breath test results. They are responsible for ensuring that the instrument operation complies with the Hawaii Administrative Rules (HAR). Also, they are in charge of the breath alcohol testing operator training program at their respective law enforcement agencies.

To support the state's OVUII breath alcohol testing program, the Hawaii State Department of Health (DOH) and its DUI Coordinator have been offering annual breath alcohol testing supervisor training courses to law enforcement agencies in the state. In accordance with the HAR (Title 11, Chapter 114), DOH invited CMI, Inc. manufacturer representatives to train and certify CMI Intoxilyzer 8000 operators to be supervisors, as well as provide training to their new DUI Coordinator. The following were some of the topics included in CMI's Intoxilyzer Supervisor course:

- Basic Pharmacology and Toxicology
- Hawaii Regulations
- Instrument Overview
- Analytical Theory
- Accuracy/Stability Testing
- Basic Maintenance

As a result of the training, 32 law enforcement personnel from four county police departments and the Hawaii Sheriff Division received certification, bringing the total number of Intoxilyzer Supervisors for Hawaii to 102. Additionally, four deputy prosecutors from the counties of Maui and Hawaii attended and audited CMI's course.

Prosecuting Impaired Drivers

Along with enforcement, Hawaii's prosecutorial initiative is another critical element in addressing impaired driving. As one of our two Traffic Safety Resource Prosecutor (TSRP) agencies, Hawaii County's Office of the Prosecuting Attorney (OPA) continued to tackle the issue of impaired driving by coordinating an annual, statewide "Alcohol and Drugged Driving Training" for more than 60 deputy prosecutors, police officers and HDOT representatives. The Hawaii County training included the following well-respected and highly experienced presenters:

- Jim Camp, Dynamic Messages LLC, Tennessee TSRP (Ret.)
- Jared Olson, Idaho TSRP
- Kamaron Sardar, DRE Coordinator, Los Angeles Police Department DRE Unit

Additionally, the TSRP continued to be a resource for young prosecutors, assisting with legal and technical advice related to impaired driving enforcement. The TSRP also remained as the contact person within OPA for issues related to Impaired Driving, which has resulted in improved communication between prosecutors, the community and police.

Additionally, the Kauai County's Office of the Prosecuting Attorney continued to use grant funding for a full-time TSRP Deputy Prosecutor position dedicated to prosecuting vehicular crimes. Kauai's County Prosecutor also attended and presented a "DUID: Legal Update" at NHTSA's Region 9 Traffic Safety Partners Leadership and Training Meeting. As a result of having this grant, they have a 90 percent conviction rate which meets their grant objective of having a rate of 90 percent or higher.

Moreover, the District Court Division of the Maui Department of the Prosecuting Attorney sent two representatives to attend the CMI Intoxilyzer Users Group conference to gain knowledge about legal updates in preparation against future breath alcohol test defense arguments. As a first step in tackling one of the strategies in our statewide Impaired Driving Plan, a deputy prosecutor participated on a panel in The Queen's Medical Center Trauma Symposium. The panel was created to address issues related to the Health Insurance Portability and Accountability Act, as well as clarify how police and first responders can effectively collaborate in

Sobriety Checkpoints (Grant Funded)

	FFY 2013	FFY 2014	FFY 2015	FFY 2016	FFY 2017	Total
Honolulu	295	193	186	502	399	1,575
Hawaii	140	142	111	109	115	617
Maui	120	99	124	151	139	633
Kauai	37	52	60	52	25	226
Total	592	486	481	814	678	

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

	2012*			2013*			2014*			2015*			2016*		
	OVUII Arrests	Total Charged Arrests		OVUII Arrests	Total Charged Arrests		OVUII Arrests	Total Charged Arrests		OVUII Arrests	Total Charged Arrests		OVUII Arrests	Total Charged 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	Alcohol and/or Drug	Alcohol Arrests	Drug Arrests
Honolulu	4,902	4,791	N/A	4,748	4,652	N/A	4,309	4,203	N/A	4,567	4,410	N/A	3,985	3,950	N/A
Hawaii	1,477	1,313	125	1,348	1,152	127	1,157	993	125	1,060	908	110	1,111	816	295
Maui	957	840	140	1,084	970	127	869	486	95	765	675	90	715	678	37
Kauai	240	195	5	264	237	5	271	217	5	277	212	10	172	148	9
Total	7,576	7,139	270**	7,444	7,011	259**	6,606	5,899	225**	6,669	6,205	210**	5,983	5,592	341**

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

crash reconstruction and creating a blood draw policy.

In addition to their respective grant activities, all three counties sent representatives to Oahu to attend quarterly Traffic Commanders and monthly Impaired Driving Task Force meetings, as well as to HDOT's annual DRE in-service training. These meetings and training sessions afforded prosecutors the opportunity to collaborate with other county and law enforcement representatives from around the state and nation, along with learning about the latest traffic-related statistics, and pinpointing trends regarding traffic safety and prosecution.

Judicial Initiatives

In conjunction with the enforcement and prosecutorial initiatives, Hawaii's judicial effort is another important component in combating impaired driving. The Hawaii State Judiciary continued its Honolulu DWI (Driving While Intoxicated) Court Program. This voluntary program is for non-violent repeat offenders who have been assessed by a health professional as having a substance abuse diagnosis or substance dependence. The program involves regular court appearances before a designated DWI Court judge, case management meetings and participating in individualized treatment programs. Treatment includes alcohol and drug testing, individual and group counseling, 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. Entry to the program requires

the participant to enter a plea of guilty or no contest, but the execution of sentence is stayed pending compliance and completion of program requirements. Since the program's inception in 2013, 277 repeat offenders have been referred to the DWI Court program. Thirty-six participants have graduated and only two of those graduates reoffended for a 6 percent recidivism rate for subsequent drunk driving arrests. In comparison, there is a 25 percent recidivism rate for subsequent drunk driving arrests among those who were eligible to apply for the DWI Court Program, but chose not to screen or join. Moreover, the DWI Court coordinator submitted, but was unsuccessful in its third attempt 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 2018-2019 Hawaii State Judiciary budget.

In addition, the Hawaii State Judiciary's district court judges and administrative staff are responsible to 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 in implementing an equitable and expeditious adjudication process for cases statutorily assigned to the district courts. Because Hawaii state judges are also empowered to adjudicate OVUII cases, it is imperative that they be apprised of the latest developments in highway safety; OVUII laws; legal issues; and adjudication and judicial techniques. To remain proficient in these, the Judiciary sent a judge to

an "Impaired Driving Case Essentials" course at the National Judicial College, which included the following topics:

- Determining Impairment in the Field, SFST and Technology;
- DWI/DUI Courts;
- Drugged Driving;
- Sentencing Issues in Drugged Driving Cases;
- High Risk & Repeat DWI/DUI Offenders;
- Pharmacological Effects of Alcohol & Drugs;
- Open AA Meeting (Field Trip)

Upon returning to the state, the judge conducted a training session for district court judges to share what was learned.

Educational Efforts

Educating the public is the remaining fundamental element of the HDOT's comprehensive approach to impaired driving. As part of its educational awareness campaign, HDOT broadcasted its "Sober Driver" public service announcement (PSA) on television and in movie theaters statewide. The PSA reminded viewers that the designated driver should always be the completely sober driver, not the least impaired person.

In addition, HDOT continued its partnership with the Hawaii Association of Broadcasters, Inc. (HAB). Participating in HAB's Public Education Program guaranteed HDOT 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” (hand-cuffs), “a sweet ride” (police car), “a room” (jail cell) and, if lucky, “even a companion for the night” (cell mate).

Both impaired-driving PSAs included NHTSA’s “Drive Sober or Get Pulled Over” (DSOGPO) logo.

To supplement its paid media component, HDOT provided TLC PR with grant funding to generate earned media and conduct a community awareness and educational campaign. They incorporated drugged-and drunk-driving messages into their educational efforts, following the concepts in the PSAs. Some of TLC PR’s activities during FFY 2017 included the following:

- Staging and manning a wrecked car display at the 50th State Fair;
- Updating and reprinting mocktail booklets with a safety tips page;
- Participating in and distributing DSOGPO brochures at the 50th State Fair, Leeward Community College, Street Grindz events, St. Patrick’s Day Block Party, Cinco de Mayo and the University of Hawaii events held at the Stan Sheriff Center sports complex;
- Distributing DSOGPO brochures to the Hawaii Department of Education’s driver education classes; and
- Coordinating an impaired driving segment with local FOX affiliate KHON-TV’s “Living808” program.

Additionally, TLC PR created new partnerships statewide with GEICO, PACT, Hawaii Trauma Services, Emergency Nurses Association, PACT Maui, Maui Memorial Medical, Maui Trauma Services Center, Maui Friday Town Parties, Times Supermarket – Maui, Kona Community Hospital and the Hawaii County Police Department.

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 traffic safety issues such as impaired driving, seat belt usage and speeding.



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 increase for motor vehicle accident victims if they receive care within the “golden hour.”

Recognizing this, the Hawaii Department of Transportation issued Emergency Medical Services (EMS) grants to the Honolulu Fire Department (HFD) and the Hawaii County Fire Department (HCFD) to purchase specialized extrication equipment to reduce extrication time while increasing the safety of first responders and crash victims.

Traditional extrication equipment, with their auxiliary power units, is difficult to carry and maneuver in remote locations. As a result, HFD and HCFD requested funding to purchase the Hurst eDrainic cordless vehicle extrication kits, related accessories and power supply adapter. The Hurst model was selected because the self-contained, lithium-ion battery-powered rescue tool provides the same cutting and spreading force as traditional extrication tools while enabling fire personnel to move into action faster to safely extricate victims trapped within the vehicles.

Honolulu Fire Department

From 2013-2015, HFD responded to 3,369 crashes that resulted in injuries and/or required extrication. Grant funds were used to purchase one eDrainic kit for HFD during this grant period.

Hawaii County Fire Department

Hawaii County has the unfortunate distinction of having the highest rate of traffic deaths per 100,000 residents in the State of Hawaii. According to the State of Hawaii EMS and Injury Prevention Branch, a five-year look back shows Hawaii Island with 1,133 nonfatal traffic injuries and 94 traffic deaths, both the highest in the state per 100,000 residents. In addition to their remote locations, all areas have geographical challenges including ravines and lava fields, which have contributed to a high number of fatal motor vehicle crashes. The three sets of eDrainic extrication kits HCFD acquired during this grant period were provided to fire stations in South Kohala, Honokaa and Kau, which are the most geographically remote stations in Hawaii County.





Speed Control

Speeding continued to plague Hawaii's roadways during Federal Fiscal Year (FFY) 2017. According to preliminary state data, it was a contributing factor in 45 percent of our traffic-related fatalities in 2016 (54 out of 120), an increase from 44 percent in 2015 and much higher than the 2016 national average of 27 percent.

Hawaii's speeding-related fatalities have consistently ranged between 40 percent and 50 percent of total traffic fatalities (based on a five-year average). This is unacceptable. To bring down the total number of traffic fatalities in our state and to achieve the Hawaii Department of Transportation's (HDOT) safety target of no more than 80 traffic fatalities in 2018, Hawaii must drastically reduce the number of speeding-related crashes on our roadways. Initiatives completed this past FFY and future endeavors strive to move the state in that direction.

Enforcement

HDOT and the four county police departments believe that strict enforcement of Hawaii's speeding laws is the most effective countermeasure to address this problematic issue.

During FFY 2017, the four police departments utilized grant funding towards year-round and specialized speed enforcement operations in targeted areas.

The Hawaii County Police Department (HCPD) conducted 264 speeding projects throughout the FFY, which resulted in 1,426 speeding citations, 671 other citations and 18 arrests.

HCPD's Aggressive Speeding Enforcement was one project that was not implemented. Because they already had another speed enforcement grant within FFY 2017, and due to limited Section 402 grant funding, HDOT's Highway Safety Section asked HCPD not to implement this project, but to incorporate some of the grant activities into the aforementioned speed enforcement grant.

The Maui Police Department (MPD) conducted 13 traffic surveys and used the resulting data to determine targeted areas to focus speed enforcement efforts. The data was provided to district commanders with recommendations for more aggressive speed enforcement. Because of MPD's initiatives, enforcement in areas such as Wailuku, Kahului, Kihei, Makawao, Haiku, Haliimaile and Lahaina yielded 3,927 grant-funded speeding citations, including 110 for excessive speeding and 126 for speeding in a school zone, along with 454 other citations and 16 arrests.

The Honolulu Police Department (HPD) utilized 4,649 hours of grant-funded overtime towards high visibility enforcement

on Oahu's main travel corridors. These enforcement efforts produced 16,389 speeding citations, 1,906 other citations, nine Operating a Vehicle Under the Influence of an Intoxicant arrests and 18 other arrests.

During FFY 2017, the Kauai Police Department (KPD) experienced a severe shortage in personnel; the Traffic Safety Section was dismantled for a significant period to support the patrol section, causing a substantial decrease in traffic enforcement. Speed projects that were done yielded 1,217 speeding citations, including violations for speeding in construction and/or school zones.

Equipment

To ensure that the police departments could effectively enforce the speeding laws, HDOT provided funding to properly equip officers with the following speed lasers and radars:

- HPD purchased 50 Stalker lidars and 15 Stalker radar units that were distributed to and used by the department's Traffic Division;
- MPD bought five Stalker radars that were used by the Traffic Section in unmarked police cars;
- HCPD acquired nine Stalker radar units for the Traffic Enforcement Unit officers; and
- KPD obtained four Stalker lidars and six Stalker radars.





Public Education

Public education efforts cautioning drivers against speeding supplemented the high visibility enforcement conducted by each of the police departments. KPD strategically displayed banners and signs along Kauai's roadways. HCPD issued news releases to warn communities that officers are strictly enforcing speeding laws and advised motorists to slow down around school zones and to pre-plan driving trips to accommodate any traffic due to events such as the first day of school. HCPD also mailed out 170 violation letters to registered owners of vehicles observed to be speeding or driving recklessly.

All four police departments used speed trailers throughout their respective counties to further deter speeders. These speed trailers broadcasted traffic safety messages and made drivers aware of their traveling speeds by displaying the speeds of approaching vehicles. Also, speed signs were permanently installed at Paia and St. Anthony schools on Maui.

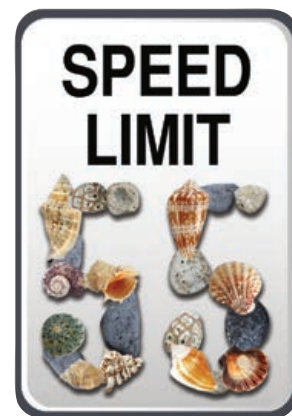
Although HDOT did not fund a paid media campaign, the department used earned and other media opportunities to educate the public on the dangers of speeding. One such initiative included a segment on local FOX affiliate KHON-TV's "Living808" show, in which officers from HPD's Traffic Division showcased the department's new speed lasers and radars and discussed how a vehicle's rate of speed affects crash severity.

Training

MPD and HCPD used grant funding to send representatives to a Managing Highway Safety Programs Course hosted by HDOT on Oahu from May 8-12, 2017.

Speed Enforcement Statistics (October 1, 2016 – September 30, 2017)

	Honolulu	Hawaii	Maui	Kauai	Total
Grant-Funded Speed Citations	16,389	1,426	2,927	1,217	21,959
County-Funded Speed Citations	43,287	11,085	2,171	1,705	58,248





Pedestrian & Bicycle Safety

The number of pedestrians killed on Hawaii's roadways remained high during the Federal Fiscal Year 2017 grant period despite the Hawaii Department of Transportation's (HDOT) numerous initiatives to educate about the potential dangers and provide safety tips.

In calendar year 2016, there were 120 motor vehicle fatalities in Hawaii. Of those, 32 (including three that were on personal conveyances) were pedestrians. Preliminary data showed that 16 of the 32 pedestrians either had alcohol, drugs or a combination of both in their systems.

One of the categories that has experienced the most consistent drop in fatalities is senior citizens ages 65 years and older. Even with this continual decline, their population continues to grow so HDOT will continue to bring education and enforcement to them, as well as others in the state.

The multi-language Walk Wise Hawaii (WWH) brochure was updated to expand the reach of the program and address the prevalent languages spoken in Hawaii including the state language of Hawaiian, as well as Tagalog, Japanese, Ilocano, Mandarin, Korean, Spanish, Vietnamese, Marshallese and Chuukese.

The brochure also provided seven safety tips to help drivers be aware of pedestrians, including preparing to stop when approaching a crosswalk as pedestrians may not be visible; being extra vigilant when driving between dusk and dawn; and making sure they are fit to drive because any physical changes or medication can alter their driving abilities.

One of the 12 paid "Living808" television segments was utilized to promote the new Drive Wise brochure and demonstrate the seven pedestrian tips for drivers as Lance Rae and the hosts of "Living808" drove around the busy roads. Lance explained each step and why it's important for drivers to know how to be aware. The second paid TV

segment was dedicated to bicycle safety and how to utilize the City and County of Honolulu's new dedicated bike lane safely.

Lastly, pedestrian impairment became part of the messaging. In 2016, preliminary data showed 50 percent of our pedestrian fatalities tested positive for having alcohol and/or drugs in their systems. Although it is excellent that they were not driving, they should know that being impaired as a pedestrian can be just as dangerous.

Walk Wise Hawaii

HDOT contracted TLC PR to continue its WWH initiatives to increase awareness of pedestrian safety through community events, presentations and media events. This year, TLC PR continued their outreach to the neighbor islands of Hawaii, Maui and Kauai to ensure that each island gets the pedestrian awareness education that they need as their populations continue to grow and their infrastructures change.

During the grant period, TLC educated 28,647 people through a combination of senior presentations, general presentations and fairs on Oahu. On the neighbor islands, TLC PR presented to a total of 18,235 people.

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, Girl Scouts of Hawaii, McDonald's Restaurants of Hawaii and neighborhood security watch teams, as well as new partnerships with HMSA and the Institute for Human Services. Government partners such as the Federal Highway Administration, the City and County of Honolulu's Department of Transportation Services and the State departments of Health (DOH) and Education provided labor and other resources to increase pedestrian safety.

The highlight of the WWH program continued to be Pedestrian Safety Month. Governor David Ige launched the eighth annual campaign by proclaiming that the entire month of August would be dedicated to pedestrian safety awareness. There were 62 TV, radio and online stories about Pedestrian Safety Month and general pedestrian safety education in the fourth quarter. Radio highlights included live interviews on Summit Media's morning and afternoon drive-time programs. Total media (TV, print, radio and online) impressions for Pedestrian Safety Month was 3,524,594. During August, TLC conducted presentations to 20,015 people.

At the proclamation signing, HDOT announced a new partnership with the Girl Scouts of Hawaii that included a specially created patch. Girl Scouts would earn this by either attending a pedestrian safety presentation and then conducting their own, or by volunteering at an event to promote pedestrian safety.





Creating media events and finding media opportunities for pedestrian safety was another component of the WWH program.

Overall, for the total fiscal year, TLC PR secured 56 TV news stories, five print articles, 11 radio interviews, and 13 online stories on general pedestrian safety and the WWH outreach program. The estimated outreach was 5,293,265 viewers, readers and listeners with a publicity value of \$269,279.00. Through these events, WWH reached 28,647 pedestrians on Oahu, 6,347 on Maui, 7,149 on Kauai and 4,739 on Hawaii Island for a total of 46,882 residents and visitors. They were also able to outreach to 3,700 drivers with the new Drive Wise brochure.

City and County of Honolulu's Department of Transportation Services

The Department of Transportation Services (DTS) partnered with HDOT's WWH program and other local programs to educate the community about pedestrian safety. They participated in public events, such as the Good Life Expo, the Hawaii Pet Expo and others. Attendees were taught about pedestrian safety and provided with walking tip brochures. They worked to increase awareness of pedestrian safety through their participation at events to teach the public.

DTS educated approximately 9,527 people at 23 fairs and community events during the grant period. They also reached an additional 1,087 people, primarily children, by conducting their "Ped Man" superhero presentations at preschools.

During Pedestrian Safety Month, DTS participated by organizing an "On The Spot" sign waving in an area with

pedestrian incident history. Mayor Kirk Caldwell, Councilmember Kymberly Marcos Pine, Councilmember Joey Manahan, Honolulu Police Department (HPD), HDOT, AARP, HMSA, DOH, TLC PR, and DTS staff were among the sign wavers. Approximately 440 pedestrians were reminded to be vigilant while crossing the street.

In August, the City and County of Honolulu approved a new ordinance that prohibits pedestrians from looking at their smart phones while crossing the street. Although the ordinance did not take effect until October 1, 2017, DTS worked to educate the public about the new law.

To promote pedestrian safety during Halloween, Honolulu Mayor Kirk Caldwell kicked off the annual "Be Safe Be Seen" campaign with a proclamation signing. During the campaign, DTS printed and distributed approximately 65,000 Halloween safety activity booklets to Oahu public elementary school children. Additionally, 4,000 Halloween reflective stickers and Halloween safety flyers were distributed at Oahu Satellite City Halls, while 2,300 stickers/flyers were distributed at Oahu public libraries.

Enforcement Efforts

HPD concentrated on enforcement, creativity and education to change the behavior of both pedestrians and drivers as it related to obeying pedestrian laws.

Using grant funds, HPD issued 4,938 additional pedestrian violation citations and cited 110 motorists.

Along with enforcement, HPD officers educated the public through various means such as conducting 80 informational presentations and community outreach events to reach 21,267 drivers and pedestrians to remind them about the law and safe driving and walking habits. HPD officers also teamed up

with volunteers from WWH to distribute informational safety flyers to pedestrians and participate in a sign-waving activity in the downtown Honolulu business district areas.

The Kauai Police Department was also issued a pedestrian enforcement grant to conduct overtime enforcement in areas with pedestrian concerns. Officers led four projects that yielded eight pedestrian citations and four motor vehicle pedestrian-related citations.

Infrastructure Improvement

All of the education and enforcement efforts wouldn't be successful without an ever-improving infrastructure. As such, HDOT is focusing on unsignalized crosswalks to improve pedestrian safety. Unsignalized crosswalks are being evaluated to determine if countermeasures are appropriate such as crosswalk relocation/consolidation, median refuge island, traffic signal, rectangular rapid flashing beacon (RRFB), signing enhancements etc. In calendar year 2017, a total of 35 crosswalks were evaluated for countermeasures, 26 on Farrington Highway along the Leeward Coast, three on Kalaniana'ole Highway in Aiea, Haina and five on Kalihi Street in Kalihi. On Kalaniana'ole Highway in Waimanalo, countermeasures were applied to 16 crosswalks. These countermeasures included two median refuge islands, two RRFB, three crosswalk relocations, three crosswalk consolidations and 11 sign enhancements.

NOTE: Although grant funding was set aside for the Hawaii Bicycling League's (HBL) Bicycle Education Program, HBL was not able to comply with HDOT's and federal grant requirements; thus this project was not implemented.



Drugged Driving

Medical marijuana, the opioid epidemic, synthetic drugs. Like the rest of the nation, these were hot topics that dominated the news in Hawaii. However, these are not just trending issues that will fade; these are real problems that pose serious, and all too often fatal, dangers on our roadways.

Incidences of drugged driving in Hawaii have been increasing at an alarming rate in recent years. Preliminary state data shows that of those tested in 2016, 37 percent of drivers involved in fatal crashes tested positive for drugs only. This is an increase from 28 percent in 2015 and 18 percent in 2014.

To counteract the increasing prevalence of drugged driving, the Hawaii Department of Transportation (HDOT) worked diligently to strengthen the Drug Recognition Expert (DRE) Program, increase training opportunities, build partnerships, expand educational efforts and guide legislation. In addition, HDOT created a Driving Under the Influence of Drugs (DUID) Blueprint that traffic safety stakeholders may use to guide their efforts in combating drug-impaired driving.

Trainings

According to the September 2015 “The Legalization of Marijuana in Colorado: The Impact” report, the average number of marijuana-related traffic deaths in Colorado increased 48 percent during the medical marijuana commercialization

years (2009-2012) compared to the pre-commercialization years (2006-2008), when medical marijuana was legal but there were no known dispensaries. There is a concern that the number of crashes involving tetrahydrocannabinol in Hawaii may follow this same path and increase with the opening of medical marijuana retail dispensaries. To prepare, HDOT strived to train more law enforcement officers to recognize drug impairment. Advanced Roadside Impaired Driving Enforcement (ARIDE), a prerequisite for DRE School, was held in all four counties. The Honolulu Police Department (HPD) hosted two ARIDE classes, which included students from the Hawaii Sheriff Division and observers from the City & County of Honolulu’s Department of the Prosecuting Attorney. The Maui Police Department (MPD) and the Hawaii County Police Department (HCPD) both held two ARIDE classes each. 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. In all, 61 officers received ARIDE training during FFY 2017. To date (2013-2017), a total of

322 officers have been trained in ARIDE across the state.

Following ARIDE, HPD conducted a DRE Instructor School from April 3-7, 2017, which yielded nine new DRE instructors – five for HPD, two for HCPD and two for MPD. HPD also hosted a DRE School from April 9-21, 2017 and Certification Nights from April 24-28, 2017. Nineteen of the 23 students successfully completed the classroom and field training and were certified as DREs, bringing the total number of DREs in Hawaii up to 83 by the end of FFY 2017.

Another Certification Night was held in July to provide officers the opportunity to practice their DRE skills and improve their proficiency.

Building upon HDOT’s goal of improving the DRE Program and prosecution of drugged driving cases, the department coordinated a two-day DRE in-service training. Sessions included updates on marijuana and opioid trends presented by Washington State’s Traffic Safety Resource Prosecutor (TSRP); updates on Hawaii’s medical marijuana dispensary system and registry program; prosecution and defense of impaired driving cases; and a highlight of the Judiciary Driver Education Program. Attendees, comprised of DREs and county prosecutors, also took part in mock evaluations and were part of small and large group discussions of the DRE program in Hawaii; challenges that are faced; concerns about the program and prosecution of cases; and how to overcome these issues to move the program forward.

Enforcement

During FFY 2017, Hawaii’s DREs across the state arrested and conducted more than 110 enforcement evaluations on suspected drug-impaired drivers. To better track these statistics, HDOT pushed for 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; the Department of the Prosecuting Attorney for the County of Maui; and the Office of the Prosecuting Attorney for the counties of Kauai and Hawaii attended the 23rd Annual International Association of Chiefs of Police Training Conference on Drugs, Alcohol and Impaired Driving in National Harbor, Maryland, from August 12-14, 2017. Attendees networked with other states' DREs, toxicologists and TSRPs, and learned about national drug trends, issues and challenges. Hawaii attendees were particularly interested in learning about other states' electronic search warrant systems, problems with opioids and what's been happening in the recreational marijuana states, as these are the topics that would directly impact stakeholders in our state. Hawaii's DRE State Coordinator, police departments, county prosecutors and Highway Safety Section plan to incorporate what they learned into proactive actions.

Hawaii DUID Blueprint

HDOT led the efforts in creating a DUID blueprint for Hawaii. This work incorporated strategies from national publications like the National Highway Traffic Safety Administration's *Countermeasures that Work* and the Governors Highway Safety Association's *Impaired Driving Guide*, along with local plans such as the Hawaii Strategic Highway Safety Plan. The state's DREs, Impaired Driving Task Force and other stakeholders also brainstormed ideas. This blueprint is envisioned to be a dynamic, "living" document that will adapt with

changing drug trends and DUID challenges. HDOT plans to distribute the blueprint in FFY 2018 and hopes that it will serve as a guide for DUID-related initiatives in Hawaii for all traffic safety partners and community coalitions.

Medical Marijuana Initiatives

Once again, the legislative session was a busy one filled with many marijuana bills. HDOT tracked all marijuana-related bills and submitted testimony to provide the highway safety perspective.

As a member of the Medical Marijuana Legislative Oversight Working Group, a committee established under Act 230 (House Bill 2707) during the 2016 legislative session, HDOT was able to provide input on drugged driving topics and ensure that traffic safety remained a priority topic for discussion and inclusion in a report to the 2018 Legislature.

Partnerships

Throughout FFY 2017, HDOT maintained strong relationships with its existing traffic safety partners, such as the four county police departments, the Hawaii Sheriff Division, the county prosecutors, the Hawaii State Department of Health (DOH), Mothers Against Drunk Driving (MADD), the state's toxicologist and community coalitions. These partners recognized the need to address the growing drugged driving problem proactively and met quarterly to discuss DRE issues. HDOT also communicated with them regularly via phone calls, e-mails and distribution of DRE- and drug-related updates.

Successful collaborations this FFY include:

- Presentation on drugged driving and the DRE program to the MADD Hawaii board of directors;
- Continued work on developing a webinar that is expected to launch in 2018 to train employers on recognizing drug impairment in their employees; and
- Working with DOH to include a reminder within the department's collateral to never drive while high. The flyer is distributed to all physicians and advance nurse practitioners participating in the medical marijuana program. It is also sent to all medical marijuana patients along with their medical marijuana registration cards.

Public Education

HDOT used media opportunities to educate the public on the dangers of marijuana-impaired driving. HDOT asked Washington State's TSRP Courtney Popp to take part in a pre-taped interview for local FOX affiliate KHON-TV's "Living808" show while she was in Hawaii for the DRE in-service training. During the interview, she spoke about the negative impacts legalizing recreational marijuana has had within her state and warned about other problems that may arise if Hawaii were to follow in that direction.



Distracted Driving

Nationally, 3,477 people were killed and 391,000 were injured by distracted driving in 2015, according to the National Highway Traffic Safety Administration (NHTSA). Although distracted driving-related incidents continue to be underreported locally, the number of citations issued by police statewide paints a different picture.

Enforcement

During Federal Fiscal Year (FFY) 2017, 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. The year-round distracted driving enforcement, including stepped-up operations during NHTSA's National Distracted Driving Awareness Month, resulted in 7,397 grant-funded MED citations issued statewide. A further breakdown of the county police departments' activities showed that:

- The Honolulu Police Department (HPD) issued 5,918 grant-funded MED citations, 1,965 other citations and made six arrests;
- The Hawaii County Police Department (HCPD) issued 786 grant-funded MED citations, 603 other citations and made seven arrests;
- The Maui Police Department (MPD) issued 532 grant-funded MED citations, 202 other citations and made four arrests; and
- The Kauai Police Department (KPD) issued 161 grant-funded MED citations.

Additionally, the number of grant-funded MED citations issued statewide has increased since FFY 2015 as shown in the Distracted Driving Citations table.

Distracted Driving Citations			
	FFY 2015	FFY 2016	FFY 2017
Honolulu	4,734	4,719	5,918
Hawaii	473	551	786
Maui	31	884	532
Kauai	259	140	161
Total	5,497	6,294	7,397

To supplement their enforcement efforts, each county police department conducted public education that included the issuance

of press releases and community outreach:

- HPD conducted 86 safety talks/presentations at community events attended by approximately 25,904 people. During their presentations, an officer discussed the dangers and consequences of distracted driving, as well as tips on how to avoid driving distracted and the penalties for Hawaii's MED law. Additionally, HPD distributed distracted driving flyers at community events.
- In addition to HCPD conducting 164 distracted driving checkpoints, they sent out letters to registered owners of the offending vehicles. Distracted driving checkpoints are normally conducted with a minimum of three officers, with one as the designated spotter and at least two uniformed officers wearing traffic vests, stopping violators to educate the offender or issue a citation, if deemed necessary.
- KPD worked with its local radio station to air a public service announcement (PSA) during the grant period. In the PSA, listeners were informed by an officer about the dangers of driving distracted and reminded to keep their undivided attention on the roads at all times.

Public Education

To further support the police departments' statewide enforcement and educational initiatives, HDOT issued a grant to TLC PR to conduct an awareness campaign. Using the Drive Square Simulation System, a lightweight and portable virtual reality video system that can be attached to any motor vehicle, TLC PR participated in 19 community

events statewide 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 the presentations, a total of 1,017 "drivers" 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;
- Be a good passenger and speak out if the driver in the car is distracted; and
- Encourage friends and family to drive phone-free.

During FFY 2017, TLC PR created other public relations opportunities, including:

- Pitching local media on stories and statewide activities for April's National Distracted Driving Awareness Month;
- Maintaining our partnership with Servco Toyota, who provided vehicles for use at the statewide community events;
- Creating new partnerships with Ka Makana Alii (shopping center) and Kaneohe Marine Corps Base as venues for community events; and
- Coordinating a Distracted Driving segment for local FOX affiliate KHON-TV's "Living808" program.

In all, their efforts secured 36 TV, radio, print and online stories on distracted driving awareness.

A paid media campaign that showcased HDOT's "Distracted Driving" PSA with the tagline "End distracted driving before it ends you." aired on television and in movie theaters throughout National Distracted Driving Awareness Month to supplement the earned media initiatives.

Distracted Driving Enforcement Statistics (October 1, 2016 – September 30, 2017)

	Honolulu	Hawaii	Maui	Kauai	Total
Grant-Funded Distracted Driving Citations	5,918	786	532	161	7,397
County-Funded Distracted Driving Citations	5,556	2,171	1,413	432	9,572
Total by County	11,474	3,957	1,945	593	17,969



Motorcycle Safety

Reduction of the high percentage of motorcycle fatalities continued to be the focus for motorcycle safety this year. During 2016, there were 120 motor vehicle fatalities in Hawaii. Of those, 24 were motorcyclist and moped fatalities, a slight decrease from 26 in 2015. Speeding and improper maneuvers continued to be significant contributing factors, along with impaired riding.

To address this problem, the Hawaii Department of Transportation (HDOT) promoted motorcycle safety as well as provided grant funding for the statewide motorcycle training program.

HDOT sponsored recurring traffic safety segments on the Hawaii television show “Living808” on local FOX affiliate KHON-TV. One of the segments was dedicated to moped safety and focused on Hawaii’s new law that requires all mopeds to be registered and have safety checks.

Motorcyclist Safety Training

One of HDOT’s goals is to reduce motorcycle fatalities and injuries by providing basic rider training. This training creates a foundation of smart riding behaviors for both novice riders and those riders who have not operated a motorcycle for many years. Students are taught how to properly operate and maneuver a training motorcycle, which is provided by the school. This is done on a protected motorcycle training range so that they can later legally and safely operate their own motorcycle on Hawaii’s roads after they become licensed. The students also learn the dangers of riding while impaired and speeding as part of the behavioral aspect of riding a motorcycle during their classroom instruction.

The motorcyclist safety training program, led by the Leeward Community College (LCC) on Oahu, offers basic rider courses in all four counties to ensure that most of the population has access to the motorcycle training course. In addition to LCC, the Hilo Community College (HCC) on Hawaii Island, the University of Hawaii Maui College (UHMC) and Kauai Community College (KCC) serve as training sites.

During the grant period, a total of 88 classes taught 1,207 students the Hawaii edition of the Motorcycle Safety Foundation’s (MSF) Basic Rider Course. This breaks down to 964 students on Oahu, 104 in Hawaii County, 127 on Maui and 12 on Kauai. The number of students taught was slightly down on Oahu, primarily due to the temporary closure and relocation of the training facility. However, the slight uptick for both Maui and Hawaii counties is promising.

Overall, the training numbers still roughly corresponded to the number of registered motorcycles and scooters in Hawaii. In 2015, the most current registration of total motorcycle and scooters was 32,831—21,870 on Oahu, 5,013 in Hawaii County, 4,235 on Maui and 1,713 on Kauai.

Other Initiatives

This fiscal year presented some challenges to HDOT’s motorcycle safety program. The most significant challenge is the lack of funding to buy motorcycles for the statewide training program. Existing program motorcycles are old, and some obtained damage during training. Without replacement motorcycles, the number of students who can participate in the training program may have to be limited.

Another challenge facing the program is the low number of students in the smaller counties, especially Kauai, which is down to two or three classes a year. It is no longer cost-effective to maintain an independent motorcycle safety training range on Kauai, which makes it challenging to keep the program alive in the county. The LCC campus will take over operating the Kauai range and will send instructors over as needed to resolve this issue.

Utilizing National Highway Traffic Safety Administration grant funds, Hawaii County was able to secure an MSF-trained Rider Coach Trainer to train a new group of instructors in both Hawaii and Maui counties via teleconference. This training was vital as UHMC was down to one instructor and HCC needed at least one more instructor in case one of its current instructors is unavailable. As a result of the training, HCC will soon have two additional instructors.

Despite the challenges, HDOT and its partners will continue to ensure that the motorcycle safety program is available so that all counties have access to the basic rider courses for training in the most current and safe riding skills.





Occupant Protection

Buckle Up!

The Hawaii Department of Transportation (HDOT) and its partners are proud that Hawaii has maintained a seat-belt usage rate of more than 90 percent for more than a decade. Hawaii's Summer 2017 survey of seat-belt use showed our compliance rate at 96.9 percent, the highest in five years. Increasing seat-belt usage remains a top priority despite the compliance rate remaining high.

Seat belts save lives. It can increase your chances of surviving a fatal crash by 45 percent. And yet, there are far too many deaths and serious injuries attributed to drivers and passengers who weren't using seat belts. Preliminary state data showed that 22 of the 64 motor vehicle fatalities were not wearing seat belts.

To reach its goal of a 100 percent usage rate, HDOT continued its education, enforcement and publicity programs to heighten public awareness of Hawaii's seat belt and child restraint laws.

HDOT continued to use a combination of earned and paid news media coverage to promote the annual "Click It or Ticket" (CIOT) campaign and the importance of seat belts. 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 and radio and in movie theaters statewide. HDOT also sponsored a seat belt safety segment on the local FOX affiliate KHON-TV's "Living808" lifestyle program. The segment reminded viewers about Hawaii's seat belt law, year-round enforcement and why seat belts are necessary to prevent serious injuries and death.

Grant funds were also used 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 used its "Belt Booster Team" to educate people at community events such as the First Hawaiian International Auto Show and New Baby Expo. At these two major events, the team reached more than 33,000 people. The goals of these events were to promote Hawaii's seat belt and child restraint laws and to help parents and caregivers determine whether a child was ready to transition from a booster seat to seat belt by using the Seat Belt Fit Test. As a result, an estimated 2,301,603 viewers, readers and listeners received seat belt and child restraint messages.

Supporting Enforcement

In addition to media and educational campaigns, the four county police departments received grant funds to conduct year-round enforcement of Hawaii's seat belt and child restraint laws. Combined, they issued a total of 8,045 grant-funded seat belt and 849 child restraint citations. Additionally, they issued 8,284 county-funded seat belt and 887 child restraint citations.

The Honolulu Police Department also educated 25,905 people at 86 traffic safety presentations. The presentations reminded the public about Hawaii's occupant protection laws and explained the importance of using seat belts and child restraints.

Occupant Protection Enforcement Statistics (October 1, 2016 – September 30, 2017)

	Honolulu	Hawaii	Maui	Kauai	Total
Grant-Funded Seat Belt Citations	6,089	1,011	617	328	8,045
County-Funded Seat Belt Citations	3,437	3,504	959	384	8,284
Grant-Funded Child Restraint Citations	741	42	41	25	849
County-Funded Child Restraint Citations	353	325	185	24	887





Police Traffic Services

Hawaii's four county police departments and the Hawaii Department of Transportation (HDOT) place an ongoing emphasis on reducing the amount of time it takes to investigate a crash scene while improving investigation techniques as a 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. Additionally, continual training is necessary due to constant changes in personnel as the result of promotions, transfers and new hires. Grant funds are also used to purchase equipment that increases 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: "Pedestrian / Bicycle Crash Investigation," "Traffic Crash Reconstruction," "Post-Crash Forensic Mechanical Inspection," and "Human Factors in Traffic Crash Reconstruction."

- IPTM Pedestrian & Bicyclist Crash Investigation
 - All four county police departments and a representative from the Hawaii Department of the Attorney General participated. All 29 students passed the course.
- IPTM Traffic Crash Reconstruction
 - All four county police departments and a representative from the City and County of Honolulu's Department of the Prosecuting Attorney participated. A total of 26 students passed the course.
- IPTM Post-Crash Mechanical Inspection
 - All four county police departments, as well as a representative from the City and County of Honolulu's Department of the Prosecuting Attorney, participated. All 30 students passed the course.
- IPTM Human Factors in Traffic Reconstruction
 - All four county police departments participated in the training. All 30 students passed the course.

HPD also sent two officers to the ARC – CSI User Summit in Las Vegas, Nevada where they both participated in training and received their completion certificates. The training consisted of live, full-scale crash tests, and exercises in retrieving the crash data, reviewing video footage and still photographs of the crashes.

Maui Police Department (MPD) sent three officers to attend the Accreditation Commission for Traffic Accident Reconstructionist training on Oahu. In addition, Officer David Potter attended the IPTM "Advanced Traffic Crash Investigations" course in York, Pennsylvania.

MPD used grant funds to purchase one Vericom VC4000PC electronic brake meter and host related training that resulted in certification for 12 MPD officers and one Kauai Police Department (KPD) officer.

MPD also purchased crash data recorder equipment and other software updates, including updates to and related training for the Leica Total Station and MapScenes 360. As a result, 10 officers were certified in operation of the Leica Total Station and MapScenes 360.

To support the National Highway Traffic Safety Administration's (NHTSA) efforts in publicizing and effectuating the Takata air bag recalls, MPD purchased two tablets

to be used at community car seat check events and sobriety checkpoints to verify whether or not checked vehicles are affected by the recalls.

KPD utilized grant funds to host a one-week Event Data Recorder Technician course on Kauai. Officers from MPD and Hawaii County Police Department attended this training as well. Grant funds were also used to purchase two 32-inch monitors to assist officers with their CAD diagramming.

Traffic Safety/Law Enforcement Liaison

HDOT continued to fund the Traffic Safety/ NHTSA Law Enforcement Liaison (LEL) position. The LEL's 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 attended the 43rd International Forum on Traffic Records, the Governor's Highway Safety Association annual and quarterly meetings, the NHTSA Leadership Meeting, and the IACP-DRE regional meeting and annual meeting to remain up to date on the latest trends and best practices on traffic safety initiatives around the nation. The LEL shared the information with traffic safety partners at various meetings.





Traffic Records

Federal Fiscal Year (FFY) 2017 proved to be a hectic and productive year for the Hawaii Traffic Records Coordinating Committee (HTRCC). From the kickoff of Hawaii's Traffic Records Assessment in December and the launch of an electronic citation (or e-citation) pilot project to the preparations for a new crash reporting system, the HTRCC made great strides in improving Hawaii's traffic records system.

During FFY 2017, the HTRCC met regularly to provide status updates on projects; discuss issues and challenges that agencies were facing; and prepare for the major projects that the committee members had deemed to be top priorities.

Traffic Records Assessment

Hawaii started the FFY with preparations for its federally mandated Traffic Records Assessment and a kickoff in December attended by HTRCC members, other key traffic records stakeholders and two representatives from the Assessment team. The Assessment process lasted approximately four months and included invaluable input from partners around the state. Grant activities were conducted as part of the federally required Assessment. However, because the Assessment was conducted utilizing a new process of online questionnaires and did not require any travel, there were no costs to the grant. The kick-off meeting was incorporated into an existing Hawaii Traffic Records Coordinating Committee meeting, so meeting-related costs were paid for using the HTRCC grant.

Crash Reporting System Update

The Hawaii Department of Transportation's (HDOT) Traffic Safety Section continued its preparations for the development of a new crash reporting system, known as the State of Hawaii Advanced Crash Analysis (SHACA) system. SHACA will replace HDOT's antiquated, outdated database with a more comprehensive system that will be able to interface with the county police departments and accept electronic crash data.

Throughout the FFY, the Traffic Safety Section worked with HDOT's Highways Division IT Manager and a contracted consultant on the procurement and selection of a vendor to build the system. HDOT also held numerous discussions with the county police departments to determine data needs and transfer procedures.

Electronic Transfer of Crash Reports

While waiting for SHACA to come online, HDOT and the four county police departments looked to a secure File Transfer Protocol (FTP) site to transfer crash reports on a regular basis.

The Honolulu Police Department (HPD), Maui Police Department (MPD) and Kauai Police Department (KPD) submitted their reports electronically, primarily as PDF files. Hawaii County Police Department (HCPD) held off on using the FTP site while the department awaits transition to a new records management system. Instead, they manually placed their crash reports onto CDs and hand delivered them to HDOT.

Electronic Citations

After numerous discussions and detailed planning, Hawaii launched its highly anticipated e-citation pilot project on Maui and issued the State's first traffic-related e-citation in April. MPD, the Judiciary's Second Circuit, the County of Maui's Department of the Prosecuting Attorney and Thin Blue Line Reporting collaborated on the project. Collectively they addressed logistics and issues such as which officers within MPD would be issuing e-citations, the format of the e-citation, transfer of the e-citations to the Judiciary, interfaces for each of the agencies, printing, overheating equipment and barcode scanning. MPD decided to deploy a total of 16 e-citation units during FFY 2017, with the department's solo bike officers and parking enforcement officers issuing the citations during the first phase, and officers in unmarked vehicles coming on board to also issue citations during the second phase. Grant funds paid for the e-citation units; computer equipment; barcode scanners; engineering hours and training.

Because this is a pilot project, all participating agencies collected data that will be used to evaluate the program. To date, these agencies have found e-citations to be beneficial and reported the following improvements:

- Clear, accurate citations that are easy to read;
- Reduction in the time it takes from issuance of the citation to the date it is recorded in the Judiciary's case management system, which allows the motorist to settle the citation sooner; and
- Reduction in the time it takes for the County of Maui's Department of the Prosecuting Attorney to access citations since they have a direct interface to the "cloud" or repository where the e-citations are stored.

Although funding had been allotted to fund an e-citation pilot project on Oahu, HPD was unable to conduct one due to unforeseen, internal procurement issues.

Traffic Records Forum

Representatives from HPD, MPD, HCPD, HDOT and the County of Maui's Department of the Prosecuting Attorney attended the 43rd annual International Forum on Traffic Records and Highway Information Systems in New Orleans. The conference provided the Hawaii contingent with the opportunity to learn about other states' traffic records systems; successful programs in place and the challenges that were faced; and updates on national initiatives. This year's conference included more sessions geared towards law enforcement (drugged driving, e-citations, etc.) and was of particular interest to our law enforcement attendees because Hawaii was conducting its e-citation pilot project on Maui and was looking to other states for ideas on creating a self-sustaining system. Sessions relating to integration, crash reporting and the Model Minimum Uniform Crash Criteria were also beneficial as HDOT moves closer to developing the SHACA system and revising its crash report to align with new federal requirements under the Fixing America's Surface Transportation Act.

Data Linkage

The Hawaii State Department of Health (DOH) continued its work in linking Emergency Medical Services' (EMS) patient care reports from 2014 through 2016 with the Hawaii Health Information Corporation's (HHIC) database of billing data abstracts of hospital medical records. In total, 79,621 records from 2014, 78,476 records from 2015 and 79,223 records from 2016 were linked in each respective year. (Crash data from those years was not available for linking during this FFY.) This data linkage project aims to glean information, such as crash-related injuries,

use of protective devices and contributing factors, to ultimately educate traffic safety partners and key decision makers, as well as to evaluate crash prevention programs. For instance, DOH's Emergency Medical Services and Injury Prevention System Branch (EMSIPSB) presented linked HHIC data to nurses, emergency room physicians, EMS personnel, trauma physicians and trauma surgeons at the annual, statewide Hawaiian Islands Trauma Symposium. The presentation provided context to the current impact of impaired driving in Hawaii and highlighted trends and inconsistencies across counties in testing drivers involved in fatal or serious impaired driving crashes for the presence of alcohol and/or drugs in their systems.

With the growing concern of drugged driving in Hawaii, DOH recognized the importance of incorporating toxicology into the crash data linkage and analysis. Unfortunately, by the end of the FFY, DOH's EMSIPSB was unable to secure toxicology data through HHIC, which was still building up the toxicology database. There were further delays due to issues with procurement and contracts.

Fatality Analysis Reporting System

Hawaii's Fatality Analysis Reporting System (FARS) program was partially funded using traffic records grant funding to supplement the FARS analyst position and aid in the collection of fatal crash data.

Equipment

To improve timeliness, completeness and accuracy of crash data, HCPD purchased 300 L-Tron 4910LR Next Gen Area-Imaging Scanners to auto-populate crash reports from scanning driver's licenses and state IDs. If the department decides to implement an e-citation program in the future, the scanners may be used to auto-populate citations, as well.





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