

2019-2024



HAWAII
STRATEGIC HIGHWAY
SAFETY PLAN



Pali Hwy. 1/4
School St. 3/4
Palama St. 1 1/2

CONTENTS

1	Table of Contents
3	Partnerships at Work
6	Introduction and Overview
10	Accomplishments from 2013-2018 SHSP
	EMPHASIS AREAS
12	Putting the Brakes on Speeding
14	Combating Impaired Driving
16	Protecting Vehicle Occupants
18	Safeguarding Pedestrians and Bicyclists
20	Ensuring Motorcycle, Motor Scooter and Moped Safety
22	Building Safer Roadways by Design
24	Enhancing First Responder Capabilities
26	Improving Data and Safety Management Systems
28	Moving Forward
30	Acknowledgements





HAWAII STRATEGIC HIGHWAY SAFETY PLAN

2019-2024

OUR VISION

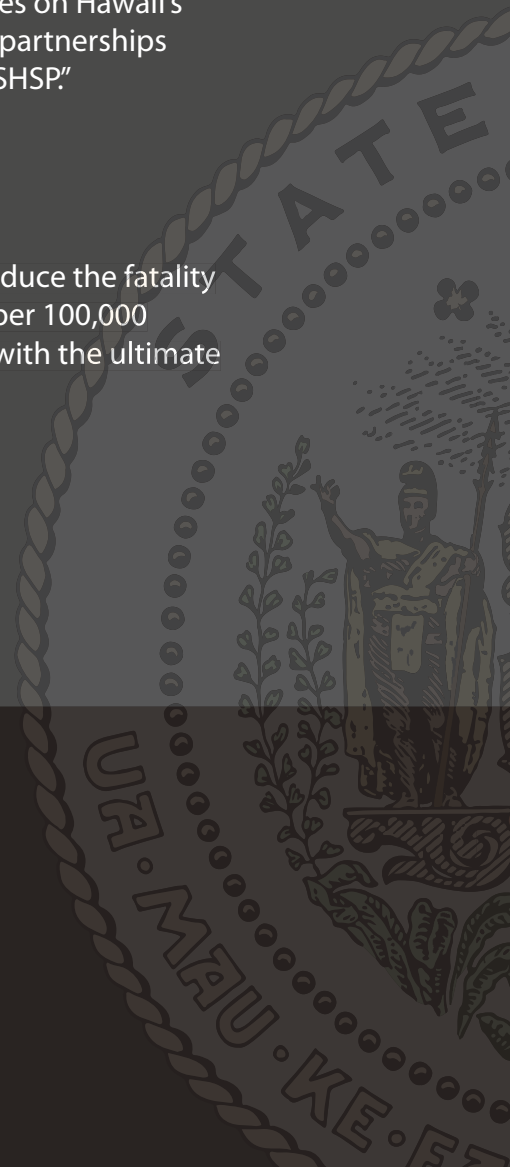
"All Hawaii's road users arrive safely at their destinations."

OUR MISSION

"Save lives and reduce injuries on Hawaii's roadways through strategic partnerships and implementation of the SHSP."

OUR GOAL

"Working together, we will reduce the fatality rate from 7.2 to 6.5 fatalities per 100,000 population, or less, by 2024, with the ultimate goal of zero traffic deaths."



PARTNERSHIPS AT WORK

Building partnerships. Maximizing resources. Breaking out of silos. Looking at the bigger picture. These phrases are not just clichés or mere buzzwords. They are the mantras of the many traffic safety partners who dedicated their time, energy and resources to creating this 2019-2024 update to the Hawaii Strategic Highway Safety Plan (SHSP). These are the ideals and mindset that this SHSP embodies.

Throughout the SHSP update process, the SHSP Steering and Core committees sought to engage traditional and non-traditional, multidisciplinary partners; utilize existing forums to share ideas, develop strategies and brainstorm action items; and further integrate the SHSP into all traffic safety and related arenas. In essence, we strived to leverage our resources to maximize the outcomes.

We highly encourage all stakeholders, community members, policy makers and roadway users to utilize this updated five-year plan as a road map, consolidating and streamlining efforts to move us towards our shared goal of zero deaths.

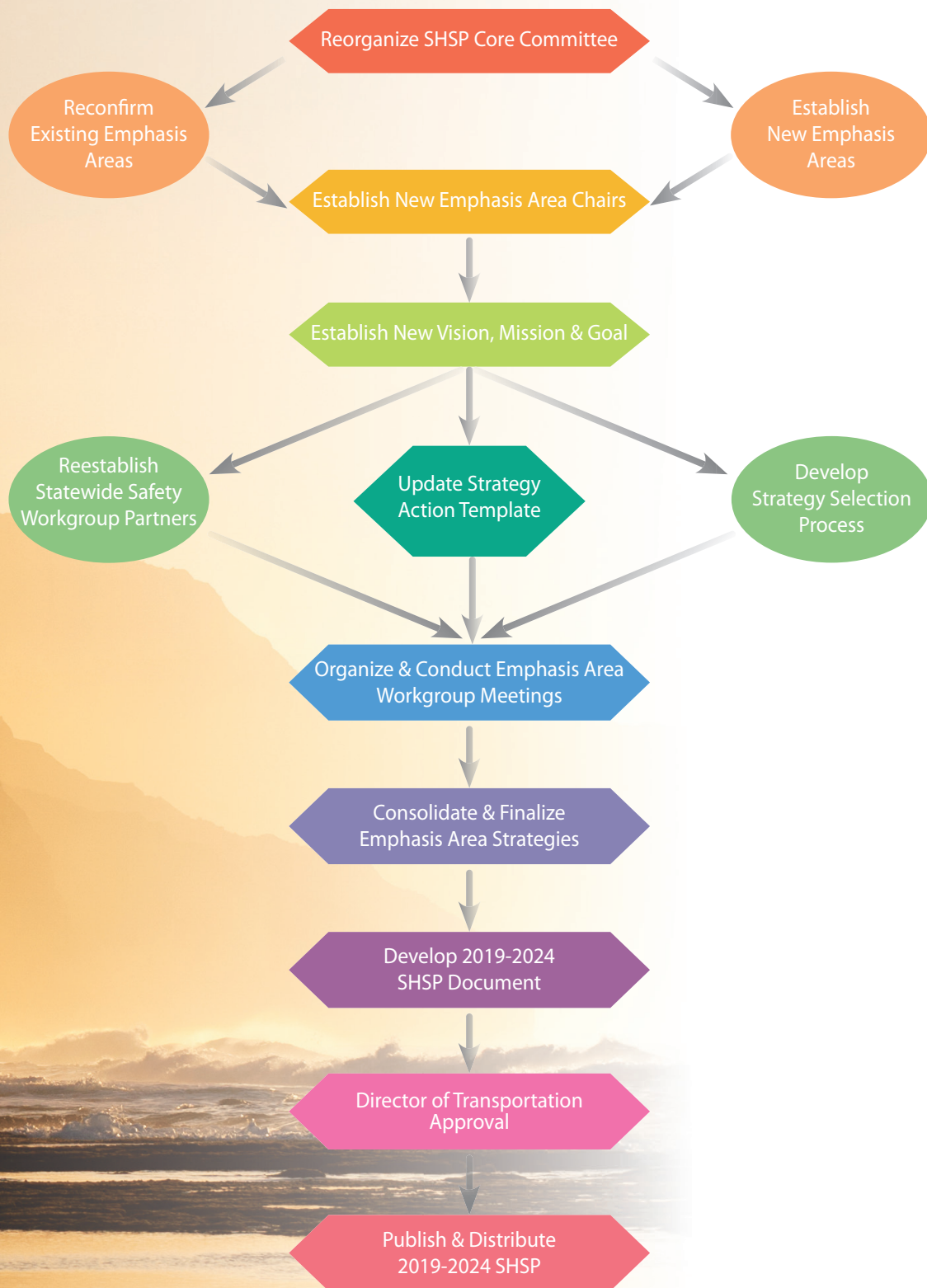
Traffic safety affects most, if not all, of us. Our stakeholders have made it a priority. We call on Hawaii residents and visitors to our island state to make it a priority, too. Working together, we can ensure that all road users arrive safely at their destinations.



Logos are representative of SHSP Core Committee members' organizations.

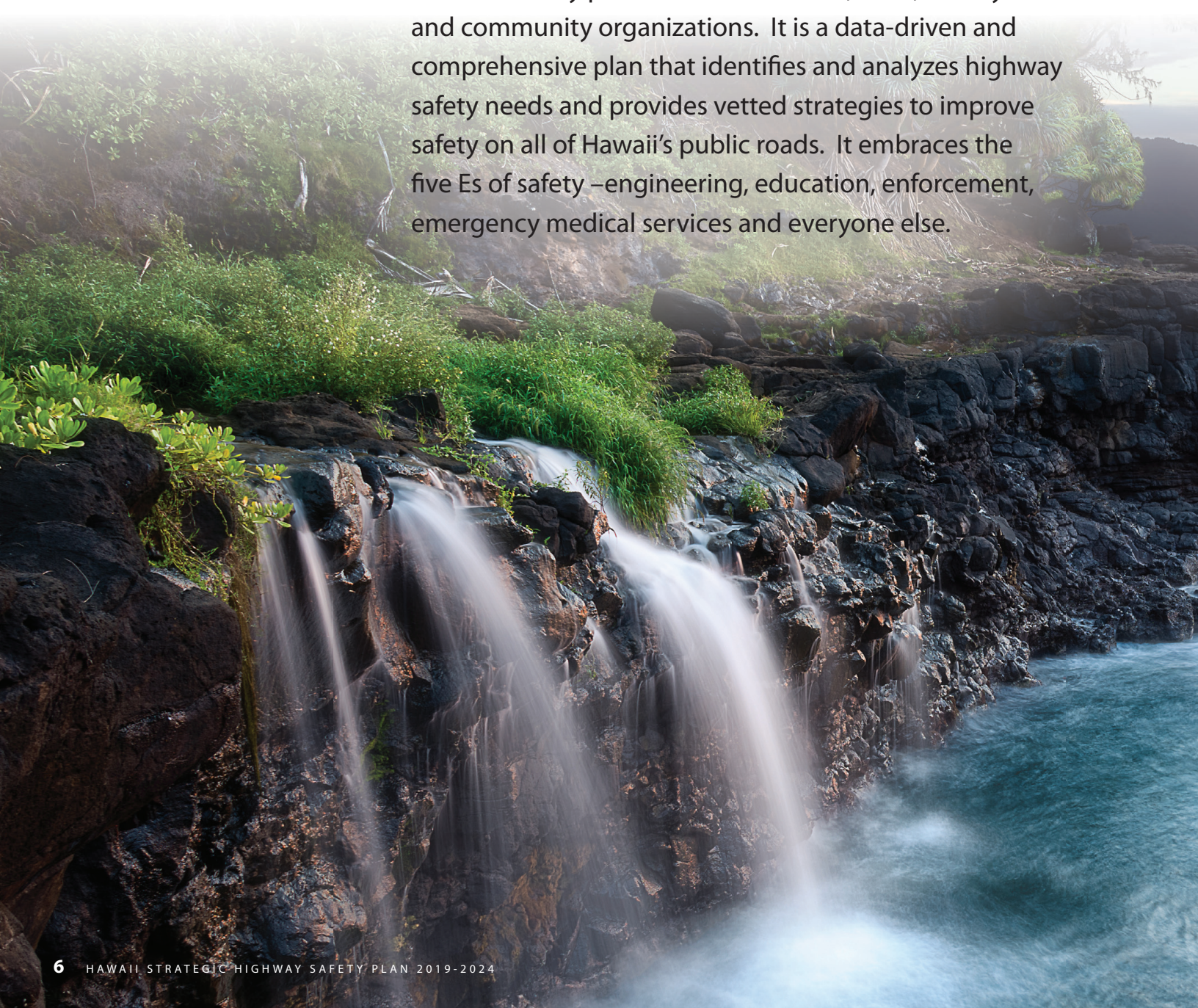


SHSP Update Process





Introduction and Overview



The Hawaii SHSP is a five-year plan to address the most pressing issues relating to traffic safety in our Aloha State. It is the result of multidisciplinary collaboration between many partners within federal, state, county and community organizations. It is a data-driven and comprehensive plan that identifies and analyzes highway safety needs and provides vetted strategies to improve safety on all of Hawaii's public roads. It embraces the five Es of safety –engineering, education, enforcement, emergency medical services and everyone else.



A National Concern

Traffic safety is a national concern recognized by the federal government, all 50 states and numerous local agencies and community organizations across the United States. In August 2005, President Bush signed into law the Safe, Accountable, Flexible, Efficient, Transportation Equity Act: A Legacy for Users

(SAFETEA-LU), requiring each state to develop and implement a SHSP. In July 2012, President Obama signed into law the Moving Ahead for Progress in the 21st Century (MAP-21) Act, establishing additional requirements for SHSPs. The Fixing America's Surface Transportation (FAST) Act furthers the requirement for states to develop, implement, evaluate and update the SHSP.

A Statewide Effort

The update of the SHSP for the 2019-2024 period is the product of multiple years of collaborative effort among more than 150 traffic safety experts and stakeholders, including the Federal Highway Administration (FHWA), Hawaii Department of Transportation (HDOT), Hawaii State Department of Health (DOH), county transportation departments, Federal Motor Carrier Safety Administration (FMCSA), Hawaii State Judiciary, county prosecutors, local law enforcement agencies and various community coalitions.



The Process

From the beginning, the SHSP Steering Committee sought to leverage resources so that the update process would be incorporated into already existing traffic safety initiatives.

However, the Steering Committee first needed to determine the areas of greatest concern in Hawaii. To do this, the SHSP Steering Committee gathered and analyzed available data to confirm leading factors involved in serious injury and fatal crashes. As a result, the SHSP Emphasis Areas (EA) included in this 2019-2024 update include:

- ◆ Putting the Brakes on Speeding
- ◆ Combating Impaired Driving

- ◆ Protecting Vehicle Occupants
- ◆ Safeguarding Pedestrians and Bicyclists
- ◆ Ensuring Motorcycle, Motor Scooter and Moped Safety
- ◆ Building Safer Roadways by Design
- ◆ Enhancing First Responder Capabilities
- ◆ Improving Data and Safety Management Systems

Since these EAs did not change from the 2013-2018 SHSP, the Steering Committee surveyed the SHSP Core Committee members and other traffic safety partners to provide a final update on the prior plan, including progress and challenges in completing strategies.

Following this status report on the 2013-2018 strategies, the Steering Committee identified traffic safety partners and existing committees and meetings that aligned with each EA, and

incorporated the SHSP update into their agendas. In doing so, these committees have taken ownership of the SHSP and have aligned their initiatives with the respective SHSP strategies. In instances where there were no pre-existing EA-related committees, the SHSP Core Committee developed online surveys to send to EA members or hosted separate meetings to provide a forum for these EAs.

During the update process, the groups also worked to identify key strategies to be included in the plan and dynamic action items to achieve these strategies. Rather than overloading the SHSP with



an overwhelming number of strategies per EA, the groups decided to consolidate and decrease the number of strategies in order to focus their efforts and resources.

Vision Zero Hawaii

With passage of the Hawaii Vision Zero Act in 2019, Hawaii officially adopted Vision Zero policies at the state and county levels. The new law requires the State Highway Safety Council (SHSC) to

develop an action plan in consultation with the counties to reduce traffic fatalities to zero through a combination of engineering, enforcement, education and emergency response strategies. This action plan detailing the group's findings, recommendations and proposed legislation will be provided in a final report to the Legislature.

Hawaii's SHSP plays a crucial role in Vision Zero since the law mandates development of recommendations and an implementation plan that address pedestrian and bicycle safety in conjunction with the issues of impaired driving, speed and roadway design.

The SHSC plans to incorporate suitable strategies from the SHSP into the Hawaii Vision Zero statewide plan.

Special Emphasis on Pedestrian Safety and Older Drivers

With the help of the Oahu Metropolitan Planning Organization (OahuMPO) and Peoples Advocacy for Trails Hawaii (PATH), the Pedestrian and Bicycle Safety EA spent additional time and energy outlining strategies and drafting an action plan. The plan aims to protect vulnerable pedestrians, including children and older persons, through implementation of safety or slow zones and enforcement of speeding in areas with pedestrian-related crashes. In addition, the Roadway Design EA and Speeding EA have incorporated strategies that will help advance FHWA's Safe Transportation for Every Pedestrian (STEP) Program.

The SHSP Core Committee partnered with Driver Rehab Hawaii to help incorporate older driver safety into the Occupant Protection EA.



2013-2018

S H S P A C C O M

Since the inception of the Hawaii SHSP, the SHSP Core Committee and other partners have strived to establish it as the preeminent guide for Hawaii's traffic safety stakeholders and community groups to align their resources – both infrastructure and behavioral – with the vetted strategies and action items provided in the SHSP.

This goal was further achieved during the 2013-2018 period, as more and more government agencies and community coalitions looked to the plan to steer their efforts. In doing so, resources were invested in the most beneficial and effective areas that really made a difference in reducing fatalities and serious injuries in Hawaii.

The following is just a small sample of the accomplishments that were achieved in traffic safety from 2013 through 2018:

Putting the Brakes on Speeding

- ◆ Automated enforcement policies gained support in the Hawaii Legislature.
- ◆ Speeding penalties around school zones were increased, with added funds supporting county Safe Routes to School efforts.

Combating Impaired Driving

- ◆ Following implementation in 2011, the ignition interlock program has prevented 100,000 attempts by drivers with alcohol in their systems from starting their vehicles.
- ◆ HDOT developed the Hawaii Blueprint for Driving Under the Influence of Drugs (DUID), a comprehensive plan to address drug-impaired driving.

- ◆ MADD Hawaii hosted its first drug-impaired driving conference.

Protecting Vehicle Occupants

- ◆ An Emergency Medical Services (EMS) evaluation of Hawaii's Universal Seat Belt Law revealed a 42 percent reduction in the proportion of passengers who were unrestrained in crashes. The Universal Seat Belt Law went into effect in May 2013.
- ◆ The "Living808" TV show on KHON2 highlighted occupant protection partnerships and brought attention to drowsy driving, mature road users and inattentive driving.

Safeguarding Pedestrians and Bicyclists

- ◆ The Legislature passed the Safe Passing 3 Foot Law, which requires motorists to give a minimum of three feet of space while overtaking a bicyclist.
- ◆ DOH partnered with the Hawaii Bicycling League and Seattle Greenways to sponsor Vision Zero and Solutions Meeting Trainings for all four counties.



P L I S H M E N T S

Ensuring Motorcycle, Motor Scooter and Moped Safety

◆ The Legislature passed a law requiring mopeds to be reclassified as motor vehicles, which requires registrations and annual safety inspections.

Building Safer Roadways by Design

◆ Low-cost safety measures continued to be installed on Hawaii’s roadways, including centerline rumble strips, shoulder rumble strips, rectangular rapid flashing beacons, backplates on traffic signal heads, high friction

surface treatment, curb extensions, roundabouts, safety edge and high retroreflective signage.

◆ Roadway Design training courses, such as Road Diet and Roadside Safety, were held for designers.

◆ Specific engineering and design projects to improve safety and connectivity included the King Street protected bike lane and Chinatown bulb-outs in Honolulu; Hilo Bayfront Trail and the first mile of the Queen’s Lei Path on the Big Island; and the Kihei roundabout on Maui.

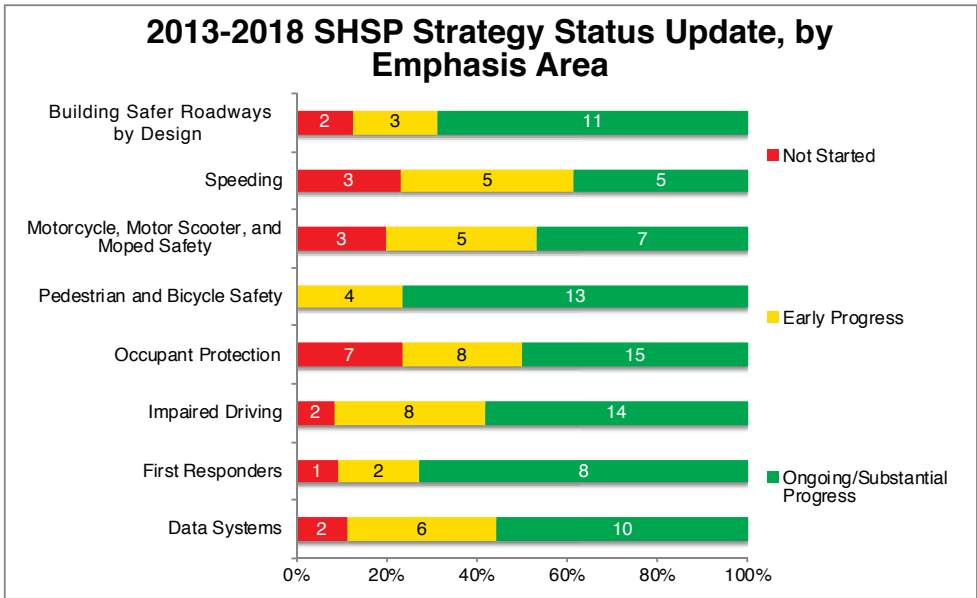
Enhancing First Responder Capabilities

◆ The Legislature passed the Move Over Law in 2012.

Improving Data and Safety Management Systems

◆ E-Citation pilot projects were launched on Oahu and Maui.

◆ HDOT started development of the State of Hawaii Advanced Crash Analysis (SHACA) system.

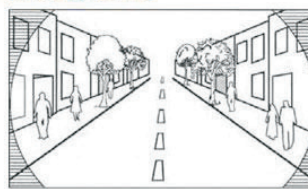


Putting the Brakes on Speeding

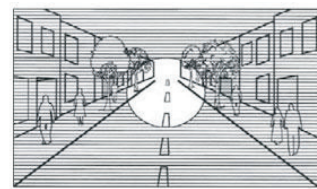
Speed-related crashes account for nearly half (500 of 1,071, or 47 percent) of all traffic fatalities over a 10-year span from 2008 to 2017.

According to the National Highway Traffic Safety Administration (NHTSA), Hawaii ranks the fifth highest in proportion of speed-related fatal crashes. While there are more drivers recorded as speeding at the time of the crash on Oahu, the rate per 10,000 licensed drivers is highest in Hawaii County (3.7 vs. 1.9 on Oahu, 2.2 on Kauai and 3.3 on Maui). Data from the Fatality Analysis

Why Speed Matters



Field of vision at 15 MPH



Field of vision at 30 MPH

A driver's field of vision increases as speed decreases. At lower speeds, drivers can see more of their surroundings and have more time to see and react to potential hazards.

HIT BY A VEHICLE TRAVELING AT:

20 MPH



9 out of 10 pedestrians survive

HIT BY A VEHICLE TRAVELING AT:

30 MPH



5 out of 10 pedestrians survive

HIT BY A VEHICLE TRAVELING AT:

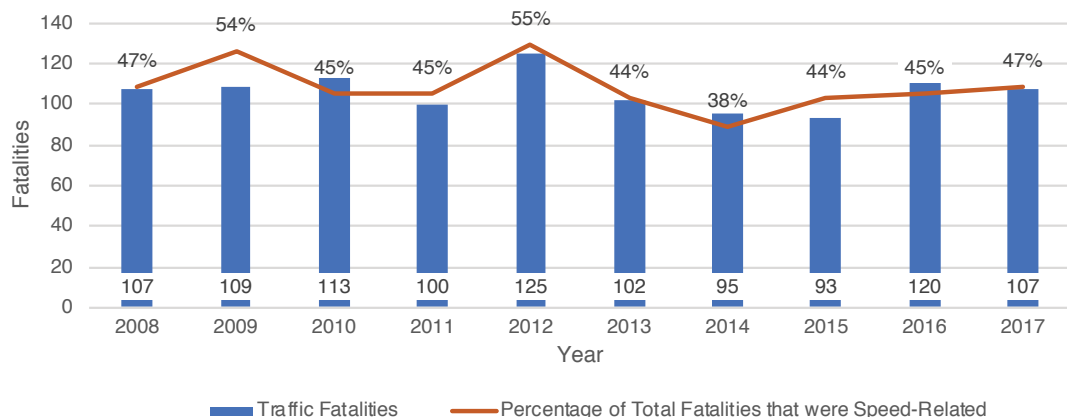
40 MPH



Only 1 out of 10 pedestrians survives

Speed is especially lethal for vulnerable users like pedestrians and people biking. The risk of injury and death increases as speed increases.

Proportion of Speed-Related Fatalities in Hawaii from 2008 to 2017





Reporting System (FARS) also reveals that drivers involved in fatal crashes on Oahu, Maui and Kauai are more likely to be speeding in road environments with a posted speed limit of 35 mph or lower vs. 45 mph or higher in Hawaii County. It is important to view speeding as a driver behavior that can be influenced by policy; enforcement; education; and roadway design and engineering.

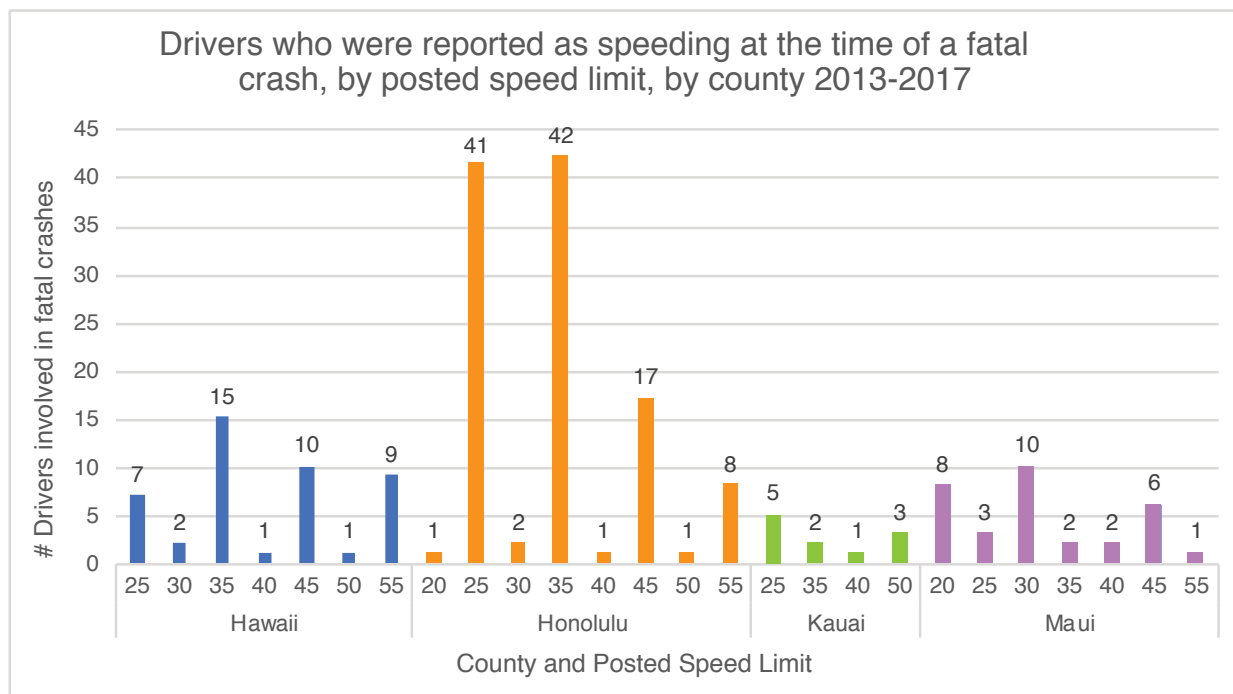
Performance Measure

Number of speed-related enforcement contacts

Core Strategies

- ◆ Enact legislation enabling counties to implement a photo enforcement program
- ◆ Re-examine existing reckless driving and speeding laws to improve conviction rates and effectiveness of penalties
- ◆ Develop aggressive driving/speed management programs
- ◆ Develop and implement media campaigns, public service announcements, and public education initiatives that address speeding and aggressive driving

- ◆ Evaluate and/or implement road safety design elements and infrastructure to reduce speeding and speed-related crashes (e.g., speed limits, speed feedback signs, intelligent transportation system technologies, etc.)
- ◆ Conduct studies to identify ways to address speeding
- ◆ Use timely crash data to identify high-risk locations in order to direct resources in enforcement, education and engineering



Combating Impaired Driving

In recent years, Hawaii has made key advances in combating impaired driving on our roadways, including the expansion of specialized drugged driving training for law enforcement officers; the implementation of youth-centric educational campaigns and community outreach programs; and, because of the ignition interlock program, the prevention of more than 100,000 attempts to drive by impaired drivers.

However, there is still much work to be done. Hawaii is ranked the fourth highest in the nation for impaired driving-related fatal crashes. The number of drivers in Hawaii involved in fatal crashes who tested positive for having only drugs in their systems is outpacing the number of drivers testing positive for having only alcohol in their systems.

Due to the complexity of the impaired driving issue in Hawaii, many key strategies from the 2013-2018 SHSP reappear in this current plan as traffic safety partners continue to build upon the momentum initiated with prior plans. There is also a focus on providing stakeholders with the resources they need to combat impaired driving, such as creating an electronic search warrant system; establishing a state forensic toxicology testing laboratory; strengthening the ignition interlock program in Hawaii; and thoroughly reviewing and updating Hawaii's Operating a Vehicle Under the Influence of an Intoxicant (OVUII) statutes.





Hawaii can move the needle if stakeholders, community members, lawmakers and roadway users make a concerted effort to partner together, maximize resources and do their part to prevent these 100-percent preventable impaired driving incidents from occurring.

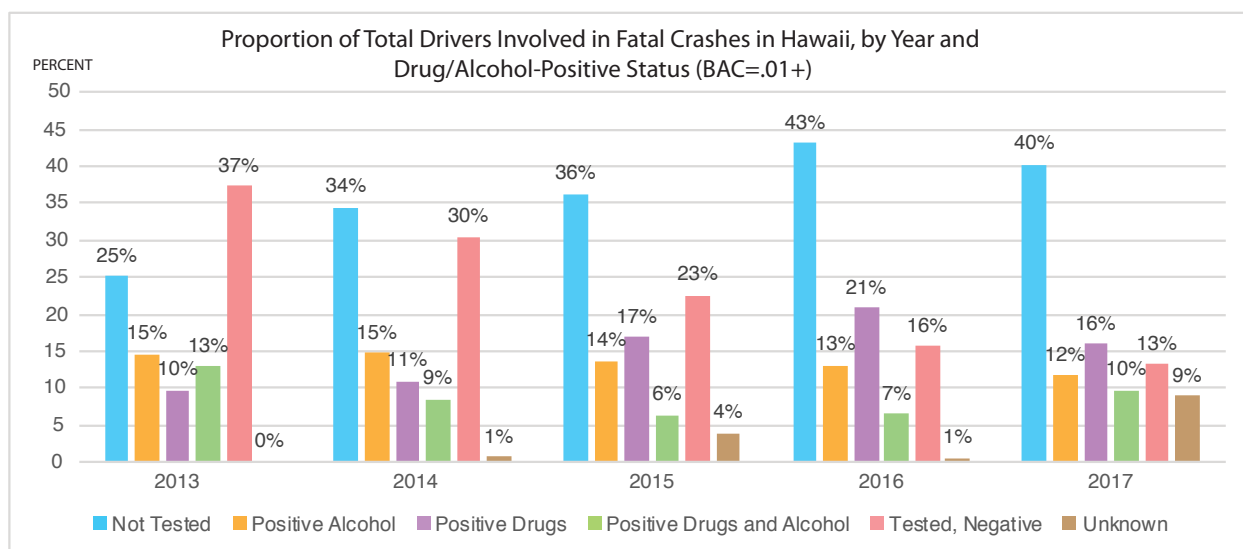
Performance Measures

- ◆ Proportion of OVUII convictions
- ◆ Ignition interlock installs
- ◆ Percentage of youth surveyed who refrain from alcohol and/or drugs

Core Strategies

- ◆ Evaluate and improve the entire impaired driving process from prevention to post-adjudication, including but not limited to e-search warrants, establishment of a state forensic toxicology lab, ignition interlock, DWI court and laws pertaining to OVUII
- ◆ Establish and implement e-warrant system
- ◆ Establish and maintain a forensic toxicology lab to conduct testing for alcohol- and drug-impaired driving cases

- ◆ Strengthen the ignition interlock program in Hawaii
- ◆ Develop and implement prevention, communications and community outreach initiatives
- ◆ Improve upon collection, analysis and application of impaired driving-related data
- ◆ Establish and/or maintain partnerships with government agencies, community coalitions, the private business sector, other industries, etc. to combat impaired driving, including collaboration on and incorporation of other group's strategic plans
- ◆ Align with priorities identified by the Impaired Driving Task Force or similar groups
- ◆ Adapt priorities, training and initiatives to emerging impaired driving-related trends and issues

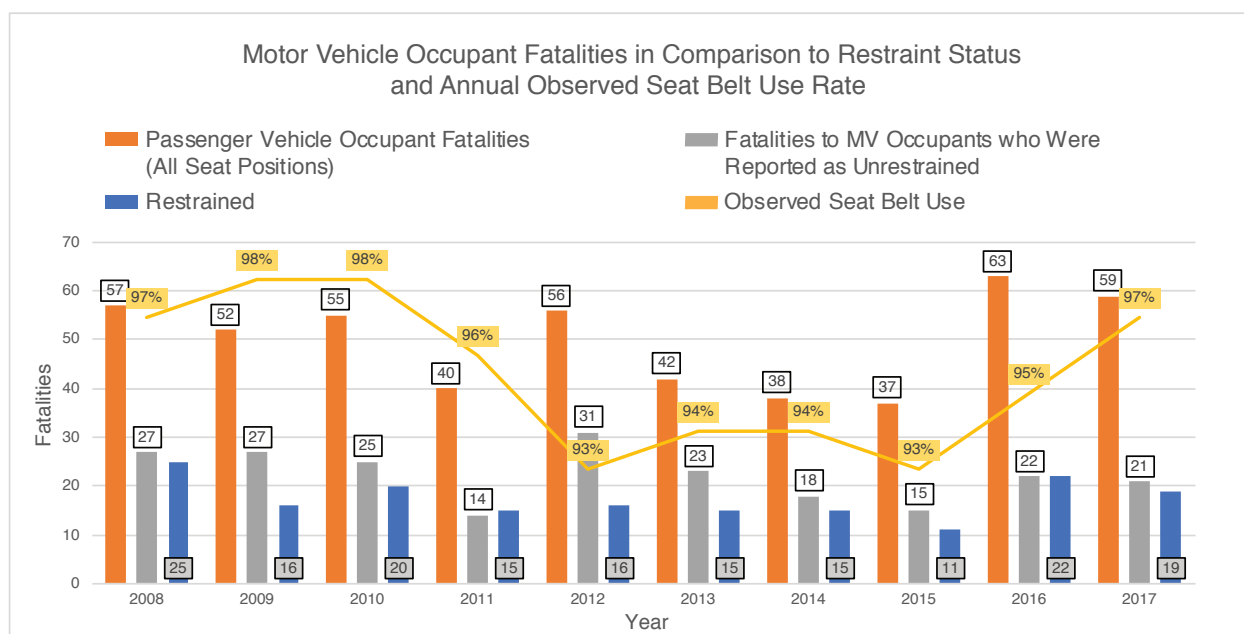


Protecting Vehicle Occupants

Occupant protection is an emphasis area that spans all generations.

Hawaii has developed robust child passenger safety efforts in all counties that include working to protect our keiki (children) by educating caregivers on proper car seat selection, location, direction, installation and harnessing; working with various community partners to help keep all vehicle occupants safe; and continuing education so that partners have updated information on technology and practices regarding occupant protection.

Over the course of the next five years, the Occupant Protection EA will continue to seek policy, education, enforcement and resources to improve occupant protection for all ages.



Performance Measure

The number of unrestrained motor vehicle occupants involved in vehicular crashes

Core Strategies

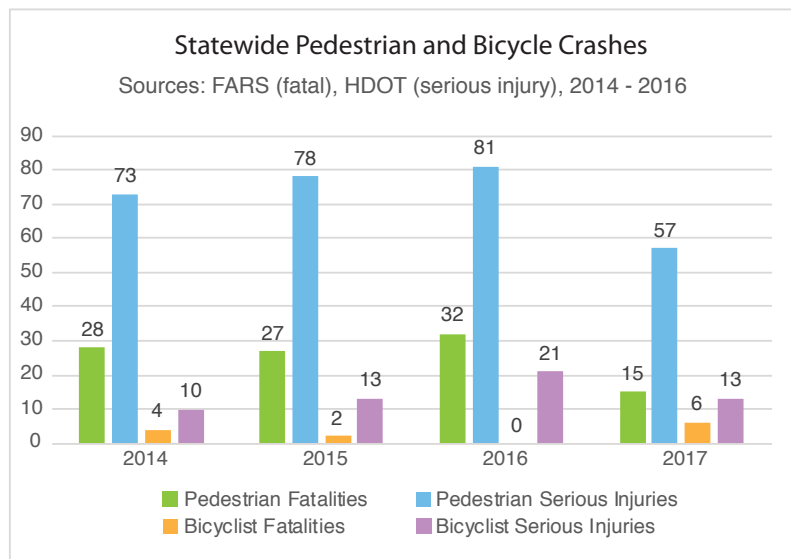
- ◆ Enact policies and legislation to enhance enforcement and adjudication of occupant protection laws to reduce crashes that result in serious injury or death
- ◆ Outreach education to increase restraint and seat belt use through media and community activities
- ◆ Identify and maintain key partnerships to promote occupant protection
- ◆ Advocate for occupant protection resources for child passenger safety initiatives
- ◆ Support of law enforcement to continue their enforcement and education efforts, with emphasis on nighttime enforcement
- ◆ Conduct focus groups in low-use areas



Safeguarding Pedestrians and Bicyclists

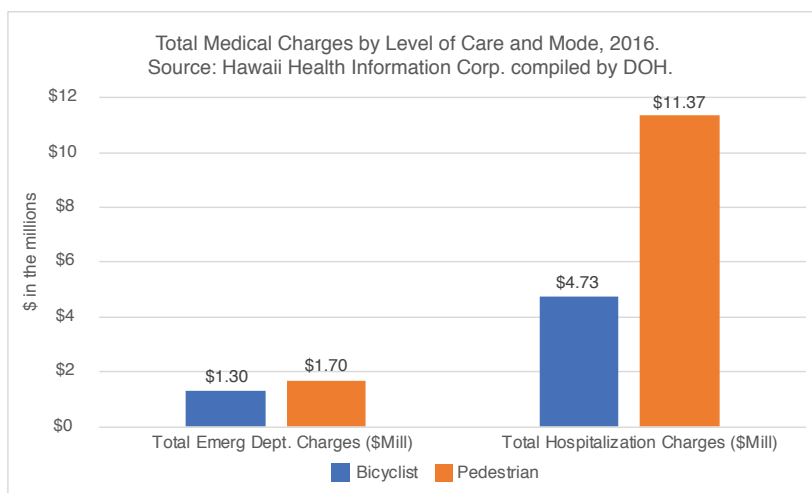
Pedestrians

Pedestrian fatalities and serious injuries are on the rise. With 43 deaths, 2018 was the worst year for pedestrians. In 2017, Kauai County had zero pedestrian fatalities. Most fatal crashes occur around 5 a.m. and between 6 p.m. and 9 p.m. Kupuna (older people) die more often in pedestrian-vehicle crashes, but keiki (children) are often injured in crashes, especially near the school start time (7 a.m. - 8 a.m.) and end (2 p.m. - 3 p.m.). Statewide hospital data shows that traffic-related pedestrian crashes resulted in at least \$12 million in hospital costs in 2016.



Bicyclists

Bicyclist fatalities and serious injuries fluctuate over the years. There were zero fatalities in 2016 but six fatalities in 2017. Kauai County had zero bicyclist fatalities between 2014-2017. Most fatal crashes occur between 6 a.m. and 10 a.m. Most bicyclists who have died since 2014 were men over 55 years of age. Kupuna (older people) die more often in bicyclist-vehicle crashes, but keiki (children) are often injured in crashes, especially near the school start time (7 a.m. - 8 a.m.) and during the hours of 2 p.m. - 6 p.m. Statewide hospital data shows that traffic-related bicycle crashes resulted in at least \$5 million in hospital costs in 2016.



Performance Measures

- ◆ Number of pedestrian fatalities and serious injuries
- ◆ Number of bicyclist fatalities and serious injuries

Core Strategies

- ◆ Evaluate and implement context-sensitive speeds that consider adjacent land use and population to decrease fatalities and serious injuries
- ◆ Expand, improve and maintain state and local pedestrian and bicycle facilities and networks
- ◆ Implement Complete Streets, Vision Zero and other policies and programs to increase safety for all modes of transportation
- ◆ Improve safety for children walking and bicycling to school
- ◆ Improve enforcement in high-crash areas involving people walking and bicycling
- ◆ Improve data and performance measures
- ◆ Educate all road users to take responsibility for road safety
- ◆ Maximize the opportunity to use existing funding



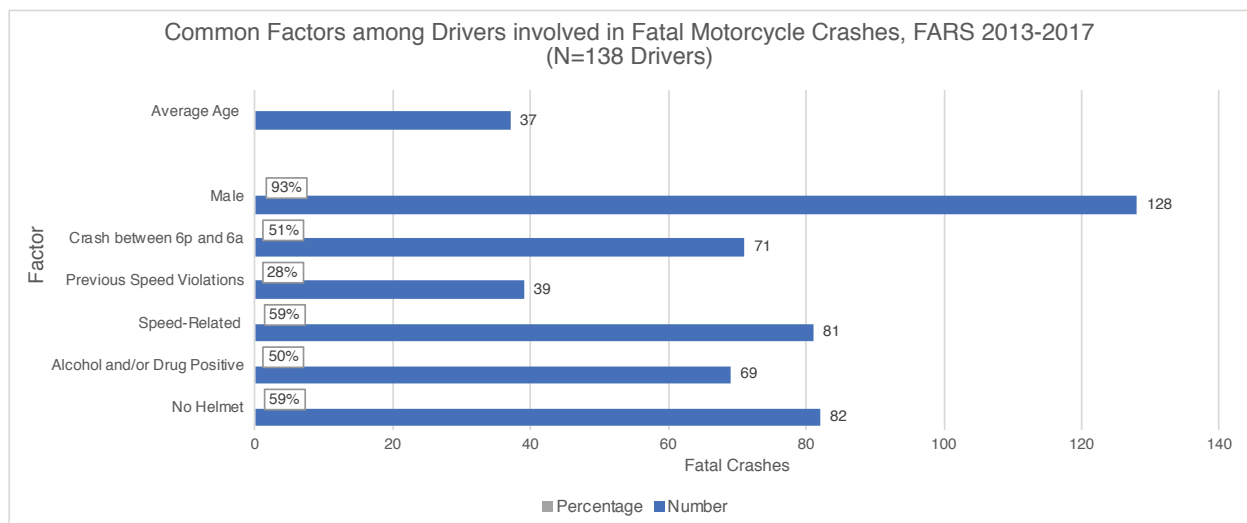
Ensuring Motorcycle, Motor Scooter and Moped Safety

Hawaii's great weather combined with an economical fuel usage encourage more motorcycles, motor scooter and moped operators to utilize our roadways.

Unfortunately, this also means that there is a greater chance for fatalities and injuries among these riders. According to FARS 2013-2017 data, 129 individuals died riding either a moped, motorcycle or motor scooter, which accounted for 25 percent of the total fatalities.

Licensing and Training

Fatal crash data provides common factors among drivers who end up in a fatal crash. The data also demonstrates common crash factors such as failing to negotiate a turn, running off the road or another driver encroaching in the travel lane of the motorcycle rider. With knowledge of the crash factors, the state can link motorcycle training courses with motorcycle license endorsements. Doing so would provide an opportunity to reach most riders with key skills on motorcycle safety and riding techniques.



Performance Measures

- ◆ Number of trained riders
- ◆ Observed helmet use among moped and motorcycle riders

Core Strategies

- ◆ Support helmet usage legislation and judicial initiatives as well as those laws and regulations that improve motorcycle, motor scooter and moped safety
- ◆ Ensure that the public has access to basic and advanced rider safety courses as well as identify unendorsed riders, and develop strategies and incentives to encourage riders to obtain proper endorsement
- ◆ Continue to outreach and partner with law enforcement on impaired and speeding riders
- ◆ Encourage safety activities

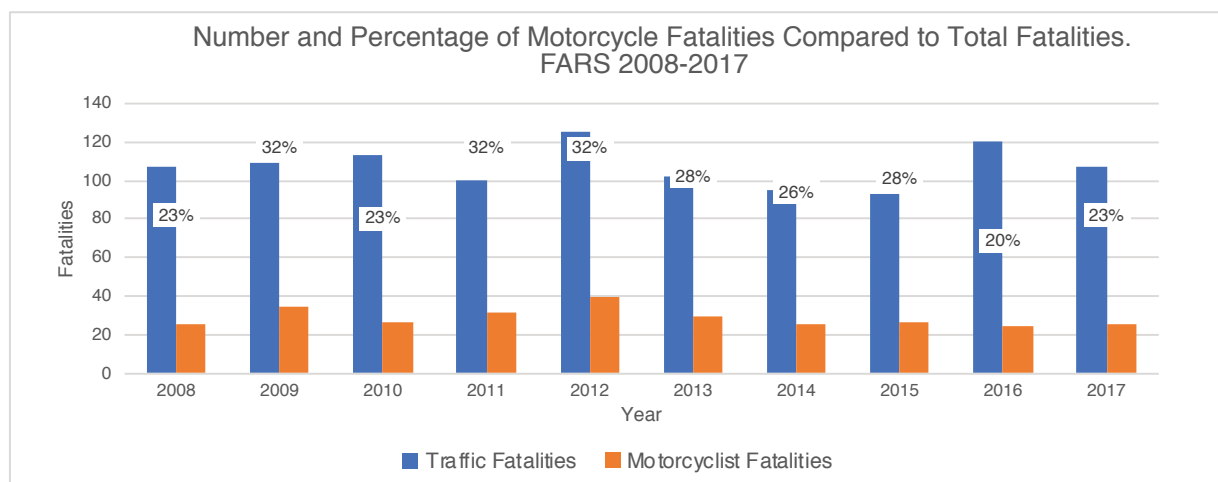


with the public and partners as a part of a comprehensive plan that includes centralized program planning, implementation, coordination and evaluation to maximize the effectiveness of programs

- ◆ Manage motorcycle safety through engineering practices as a part of a comprehensive plan that includes centralized program coordination, planning, design, implementation and

evaluation to maximize the effectiveness of programs and practices

- ◆ Maximize the opportunities for existing funds for all motorcycle, moped and motor scooter safety initiatives, and continue to identify and utilize new funding sources



Building Safer Roadways by Design

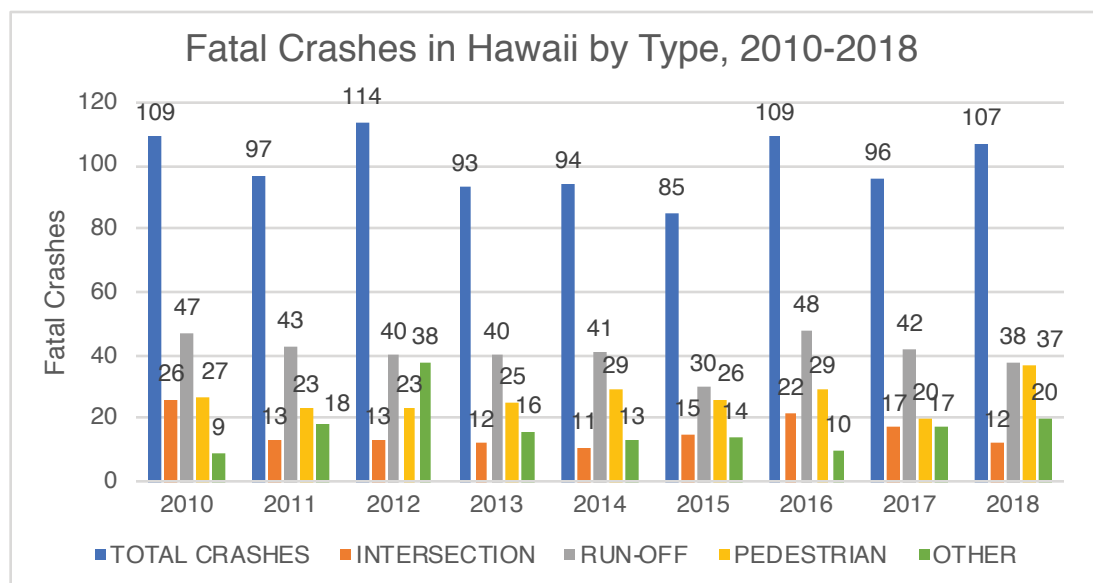
Engineering and design play a crucial role in improving safety for all road users. Appropriate infrastructure safety improvements can reduce the number of and the severity of crashes.

Lane departure and intersection crashes are the two most frequent and severe crash types in the United States, as well as in Hawaii. From 2014-2018, 39.8 percent of fatal crashes in Hawaii were lane departure crashes, and 15.4 percent of the fatal crashes occurred at an intersection or at the approach to an intersection.

Since the first SHSP in 2007, more emphasis has been given to installing low-cost countermeasures on the roadways to minimize the damage caused by intersection and lane departure crashes. The graph below shows the number of fatal crashes in Hawaii by type, from 2010-2018.

While the total number of fatal crashes fluctuates each year between 2010 and 2018, there is a slight downward trend in fatal lane departures and intersection crashes.

	2010-2013	2014-2018
Lane Departure	42.5%	39.8%
Intersection	16.0%	15.4%
Pedestrian	24.5%	28.2%



Multiple factors, including engineering and design, contribute to the slight decrease in these crash types over the years. However, we must continue and further our efforts to improve Hawaii's infrastructure by engineering and designing to reduce the number of and the severity of these crash types.

In addition to addressing severe motor vehicle crash types, we also need to address the needs of vulnerable road users with engineering and design. Vulnerable road users, including pedestrians and bicyclists, are most at risk. Being unshielded, they sustain the greatest number of injuries in motor vehicle crashes.

In 2010-2018, there was a substantial increase in the number of fatal crashes involving pedestrians. We need to improve our roadways through engineering and design to make them safer for the vulnerable road users.

The State of Hawaii Highway Safety Improvement Program (HSIP) is a great vehicle to deliver infrastructure safety improvement projects that help reduce fatalities and serious injuries on the high-risk locations that have known histories of high-crash rates.



The Hawaii HSIP program includes the High-Risk Rural Road (HRRR) program. A high-risk rural road is defined as any roadway functionally classified as a rural major or minor collector or a rural local road with a fatality and serious injury crash rate higher than the average fatality and serious crash rate for those functional classifications of roadway.

Performance Measures

Number of fatal lane departure, intersection, pedestrian-involved and bicycle-involved crashes

Core Strategies

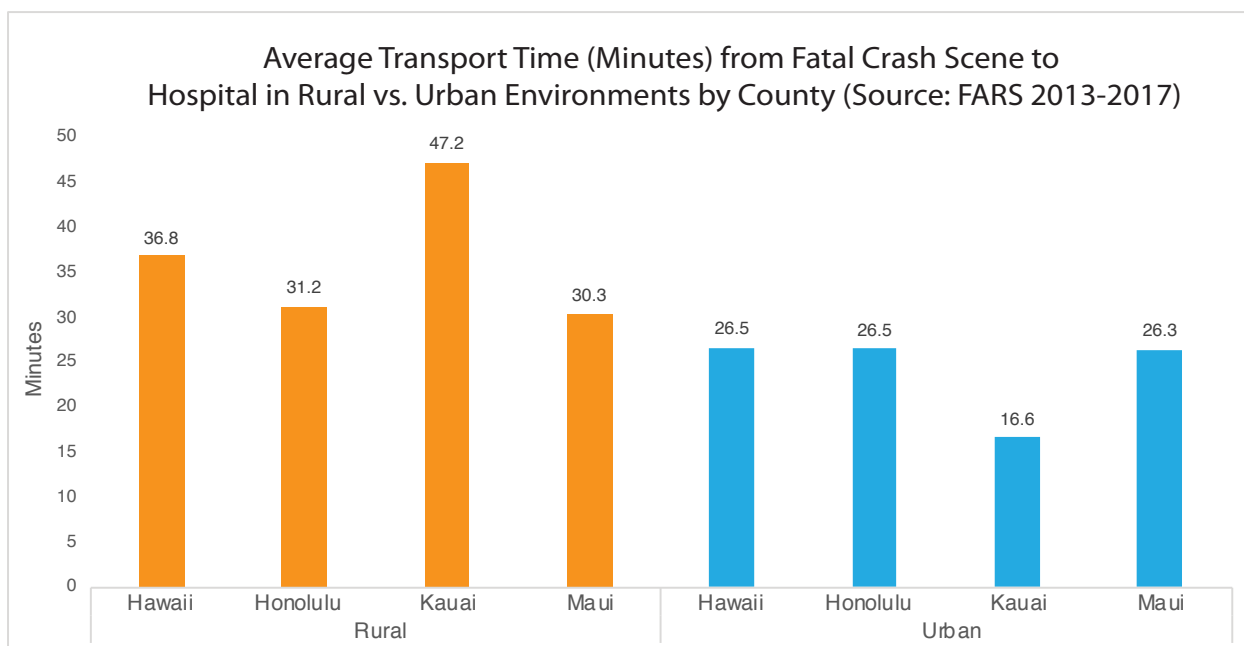
- ◆ Improve safety of roadway infrastructure through the development and implementation of policies, guidelines and procedures to ensure traffic safety is incorporated into each roadway project
- ◆ Improve roadway infrastructure by installing countermeasures to reduce lane departure crashes
- ◆ Improve roadway infrastructure by installing countermeasures to reduce intersection crashes
- ◆ Improve roadway infrastructure to increase safety for vulnerable road users



Enhancing First Responder Capabilities

First responders play a vital role in traffic safety. Their ability to respond safely and efficiently to a crash scene, render appropriate care, and make critical patient transport decisions based on a system of care available can make the difference in a patient's survival.

In addition, first responders are the gatekeepers of vital information and data as it relates to contributing factors of a crash. Among the critical data elements captured by first responders are response times, location of incident, timeliness of extrication efforts, as well as a patient's condition at the scene. This information is not only essential for patient care but is also utilized to identify problems and gain a better understanding of the scope of traffic-related issues that directly result in traffic injuries. Analysis of the data and the sharing of data can help facilitate efforts to understand where to focus preventative efforts; develop solutions; improve first responder capabilities and systems of care; and ultimately improve patient outcomes.





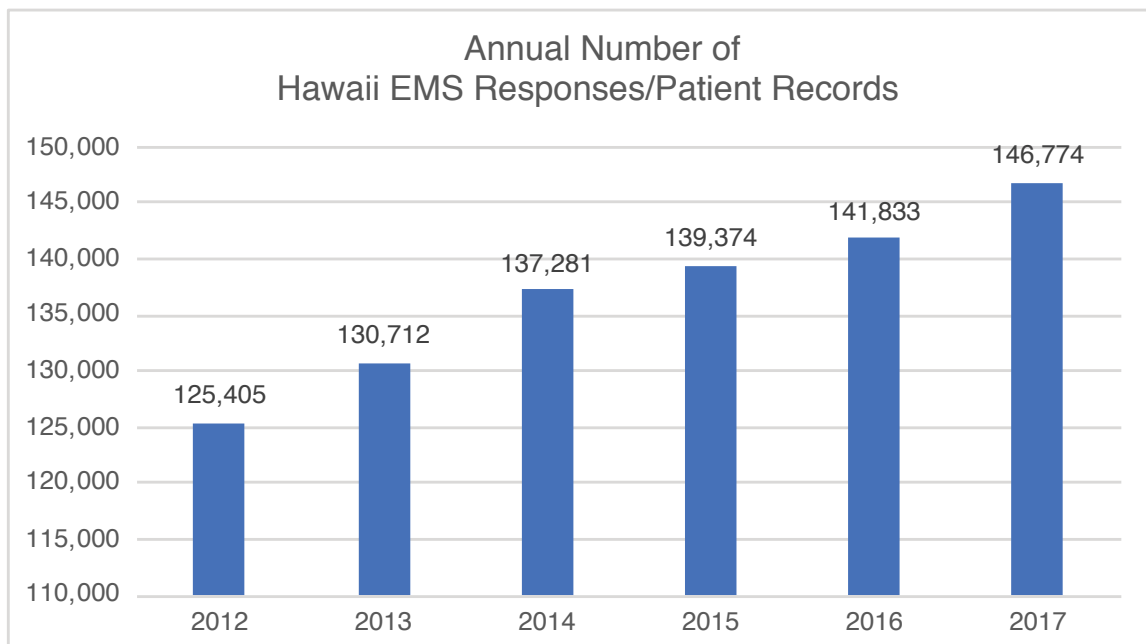
Performance Measures

Response time to and from crash scenes in rural and urban environments.

Core Strategies

- ◆ Expand EMS capacity to meet the population and community demand (ambulance units and staff)
- ◆ Expand voluntary bystander training programs to targeted communities and drivers (such as compression-only CPR, and Stop The Bleed initiative)

- ◆ Improve and expand EMS data capabilities through Hawaii Emergency Medical Services Information System, or HEMSIS)
- ◆ Provide training, education, equipment and technologies to improve first responder capabilities for traffic-related crashes
- ◆ Conduct NHTSA EMS assessment and apply resulting assessment recommendations



Improving Data and Safety Management Systems

The need for quality and timely data is vital within the traffic safety community – from problem identification to evaluation of programs, safety measures and initiatives.

Data delineates the traffic-related issues in our state. We use data to show policy makers what the problems are, where they are occurring, who are involved and what the contributing factors may be. We gather data to establish baselines to show progress or regression. Engineers also use the data to design appropriate safety improvements to the road. However, the current traffic records systems within the state are plagued with multiple issues that must be addressed, including:

- ◆ Lack of integration of systems, at the county, state and federal levels;
- ◆ Antiquated data systems;
- ◆ Underreported data that do not paint an accurate and clear picture of the traffic safety issues in Hawaii; and
- ◆ Limited funding and resources.



Therefore, it is imperative that our state continues to build and maintain a robust traffic records system that integrates federal, state and county data systems; produces analytical data; and is accessible by all stakeholders to be applied to the five Es of traffic safety – engineering, education, enforcement, emergency medical services and everyone else.

Performance Measures

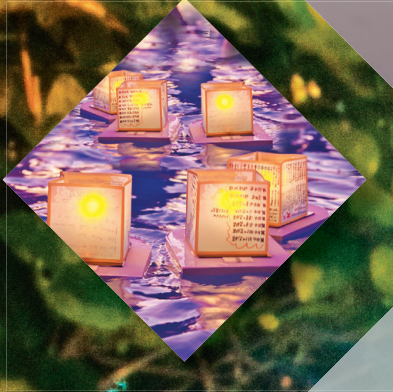
- ◆ Timeliness of traffic records data
- ◆ Completeness of traffic safety data, such as crash reports
- ◆ Integration of traffic records systems
- ◆ Accessibility of traffic records data and systems
- ◆ Accuracy of traffic data
- ◆ Uniformity of traffic data



Core Strategies


- ◆ Support the goals and priorities of the Traffic Records Coordinating Committee (TRCC)
- ◆ Improve linkage and integration of data
- ◆ Improve existing processes to turn data into useful information for law enforcement and other traffic partners, to be used for problem identification and evaluation; to direct resources in enforcement, education and engineering; and to make positive behavior changes
- ◆ Obtain funding needed to improve data and information flow, and develop an effective safety management system including TRCC
- ◆ Improve data/information and the process to track, monitor and assess the progress in each of the other emphasis areas
- ◆ Improvement upon the six core traffic records data systems – crash, vehicle, driver, roadway, citation/adjudication, and EMS/injury surveillance

MOVING FORWARD



Our mission is to save lives and reduce injuries on Hawaii's roadways through strategic partnerships and implementation of the SHSP. We are taking this to heart and looking beyond our traffic safety realm to engage all partnerships from all communities, all professions, all socioeconomic positions and all walks of life.

2019-



We strive to keep traffic safety top of mind and a part of all conversations, so that we view our traffic fatalities and injuries as more than just numbers. We need to remember the faces and the names behind the data.

In this SHSP update, there are approximately 50 strategies aimed to make a difference, whether it's policy change, education, enforcement, engineering solutions or establishment of new resources. Within each EA and under each strategy, there are numerous action items to help achieve these milestones. Because traffic safety issues are dynamic, these action items are constantly evolving to keep up with trends. As such, action items will be posted online and may be accessed by stakeholders, policy makers, concerned community members and others.

The SHSP Core Committee, comprised of volunteers, will continue to meet regularly as a group and participate in traffic-related meetings and events to monitor progress of the SHSP; disseminate information to decision makers at all levels; evaluate the impact of strategies and action items on fatalities and serious injuries; and keep the conversation going on traffic safety.

Having all Hawaii's road users arrive safely at their destinations is our vision, and that applies to every person on our roadways. Everyone needs to be part of the solution to achieve our goal of reducing traffic-related deaths and injuries, ultimately reaching zero traffic fatalities.

This will require a coordinated and sustained effort, but we truly believe that by working together, we can make Hawaii safer for all roadway users.

2024

Mahalo

The SHSP Core Committee would like to thank all who contributed their time, expertise and knowledge to this update of the Hawaii SHSP. We extend our sincerest gratitude to all individuals, agencies, companies and organizations listed below, as well as to the many other supporters of traffic safety and injury prevention.



Core Committee



Kari Benes, DOH – SHSP Core Committee Chair

Mung Fa Chung, HDOT – Roadway Design EA Co-Chair

Tina Clothier, PATH – Pedestrian & Bicycle Safety EA Co-Chair

Christy Cowser, HDOT – Motorcycle, Motor Scooter and Moped EA Co-Chair

Diane Dohm, HDOT – Pedestrian & Bicycle Safety EA Co-Chair

Vern Hara, Hawaii Fire Department – First Responders EA Co-Chair

Charles Hirata, Maui Child Passenger Safety (CPS) Instructor – Speeding EA Chair

John Kaizuka, Hawaii CPS Instructor – Occupant Protection EA Chair

Wayne Kaneshiro, FHWA – Roadway Design EA Co-Chair

Danny Kao, American Medical Response – First Responders EA Co-Chair

Arkie Koehl, MADD Hawaii – Impaired Driving EA Co-Chair

William Labby, University of Hawaii Leeward Community College – Motorcycle, Motor Scooter and Moped EA Co-Chair

Robert Lung, HDOT – Data & Safety Management Systems Emphasis Area (EA) Chair

Val Overlan, PATH – Pedestrian & Bicycle Safety EA Co-Chair

Nicola Szibbo, City & County of Honolulu Department of Transportation Services (DTS) – Roadway Design EA Co-Chair

Sharon Vitousek – Impaired Driving EA Co-Chair

Marty Collins, Wilcox Health

Amy Ford-Wagner, FHWA

William Gannon, Maui Police Department (retired)

Heidi Hansen-Smith, DOH

Jan Higaki, HDOT

Sean Hiraoka, HDOT

Melanie Joseph, Farmers Hawaii

Karen Kahikina, HDOT

Mark Kikuchi, DTS

Gabriel Kira, Honolulu Police Department (HPD)

Tara Lucas, HDOT

Owen Miyamoto, Honolulu Community College

Benjamin Moszkowicz, HPD

Lee Nagano, HDOT

Kiana Otsuka, OahuMPO

Tresha Pepito, FMCSA

Mitch Roth, Hawaii County Office of the Prosecuting Attorney

Chris Sayers, DTS

Danielle Schaeffner, DOH

Stephen Silva, HPD

Dana Teramoto, DTS

Sandra Wataoka, Carfit and Driver Rehab Hawaii

John Weeks, FMCSA

Lianne Yamamoto, HDOT



Data Committee

Dan Galanis, DOH

John McAuliffe, HDOT

Traffic Safety Partners

AAA

AARP Hawaii

Administrative Driver's License Revocation Office <<UNDER JUDICIARY>>

American College of Emergency Physicians -- Hawaii Chapter

American Institute of Architects Honolulu

American Medical Response

American Society of Civil Engineers, Hawaii Section

Austin, Tsutsumi & Associates, Inc.

Belt Collins Hawaii

Building Industry Association

City and County of Honolulu Department of Customer Services

City and County of Honolulu Department of Design & Construction

City and County of Honolulu Department of Information Technology

City and County of Honolulu Department of the Prosecuting Attorney

City and County of Honolulu Department of Transportation Services

City and County of Honolulu Public Transit Division <<UNDER DTS>>

Community Planning and Engineering, Inc

Disability & Communication Access Board

Clinical Labs of Hawaii

Community Planning and Engineering, Inc.

Department of Community Services -- Honolulu Elderly Affairs Division

Department of the Attorney General

Evan Ching, Oahu CPS Instructor

Federal Motor Carrier Safety Administration

Federal Highway Administration

First Insurance

GP Roadway Solutions

Hawaii Bicycling League

Hawaii County Department of Public Works

Hawaii County Emergency Medical Services

Hawaii Department of Transportation



Hawaii County Department of Liquor Control
Hawaii Fire Department
Hawaii Police Department
Hawaii County Office of the Prosecuting Attorney
Hawaii State Department of Education
Hawaii State Department of Health
Hawaii State Judiciary
Hawaii Traffic Safety Council
Honolulu Emergency Medical Services Department
Honolulu Fire Department
Honolulu Police Department
Hawaii Centers for Independent Living
Hawaii County Office of Aging
Hawaii Partnership to Prevent Underage Drinking
Hawaii Liquor Commission
Hawaii Transportation Association
Hilo Medical Center
Hawaii Trauma Advisory Committee
Institute of Transportation Engineers Hawaii
Injury Prevention Advisory Committee
Kaikor Construction Associates
Kaiser Permanente Hawaii
Kaneohe Marine Corps Base Hawaii
Kapiolani Community College
Kapiolani Medical Center for Women and Children
Kauai Agency for Elderly Affairs Division
Kauai County Department of Liquor Control
Kauai County Emergency Medical Services
Kauai Department of Public Works
Kauai Fire Department
Kauai County Office of the Prosecuting Attorney

Kauai Path, Inc.
Kauai Police Department
Ke Ala Hele Makalae Committee
Keiki Injury Prevention Coalition
Leeward Community College
Leeward Oahu Transportation Management Association
MADD Hawaii
Mark Scribner, Kauai CPS Instructor
Maui Bicycling Alliance
Maui County Council Planning and Transportation Committee
Maui County Emergency Medical Services
Maui County Department of Liquor Control
Maui County Department of the Prosecuting Attorney
Maui County Office of Aging
Maui Department of Public Works
Maui Fire Department
Maui Metropolitan Planning Organization
Maui Police Department
Maui Traffic Safety Council
Montgomery Motors Powersports
Oahu Metropolitan Planning Organization
Peoples Advocacy for Trails Hawaii
Rehabilitation Hospital of the Pacific
Smart Start
SSFM International
State Highway Safety Council
Swinerton Builders
The Queen's Medical Center
TLC PR
UH Department of Civil & Environmental Engineering
UH Department of Psychiatry
UH Kauai Community College
UH Maui College
Walk Wise Hawaii Coalition
WSP USA



Hawaii Strategic Highway Safety Plan
<http://hidot.hawaii.gov/highways/shsp/>



State of Hawaii
Department of Transportation
Aliiimoku Building
869 Punchbowl Street, Honolulu, Hawaii 96813
www.state.hi.us/dot