

HAWAII STATE  
DEPARTMENT OF TRANSPORTATION  
FEDERAL FISCAL YEAR 2015



# Highway Safety

A N N U A L R E P O R T





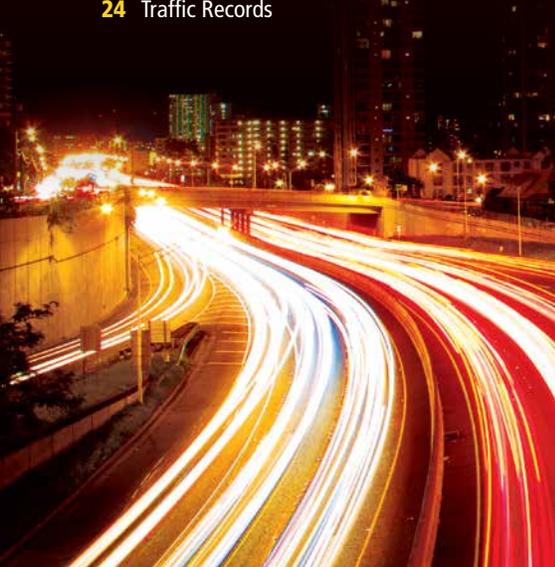
M E S S A G E F R O M T H E



Ensuring that all users of Hawaii’s roadways are able to arrive safely at their destinations continues to be a major priority for the Hawaii Department of Transportation (HDOT).

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We are heartened by strong safety results during calendar year 2014, which ended with the lowest number of fatalities on our roadways in 40 years. We are pleased to see that our 2014 and 2015 data show that Hawaii’s motor vehicle fatality rate is on a gradual decline, especially considering the fatality trend is increasing nationally. We are optimistic that this confirms that the work we have done with our partners at the four county police departments, county and state agencies, traffic advocacy groups and the Hawaii State Legislature continues to make a difference for our residents and visitors.

We are proud that the efforts of our team were honored publicly in 2015. Two public service announcements (PSA) targeted at impaired driving garnered Pele Awards, a District 13 American Advertising Awards competition recognizing the best advertising and design work created in Hawaii. The “Medicated Driving May Cause DUI” PSA was awarded the Pele Gold Award in the public service category, while the “Sober Driver” spot won the Bronze in the same category.



In May of this year, the Honolulu Police Department honored HDOT Highway Safety Specialist Karen Kahikina as Citizen of the Year for all of her outstanding contributions toward highway safety. She has worked tirelessly to rebuild Hawaii’s Drug Recognition Expert (DRE) program and was instrumental in bringing the Advanced Roadside Impaired Driving Enforcement (ARIDE) program to Hawaii. Thanks to her hard work and dedication, the number of DREs has doubled.



G O V E R N O R ' S   H I G H W A Y   S A F E T Y   R E P R E S E N T A T I V E



During the 2015 Lifesavers Conference in Chicago, Illinois, the Hawaii State Judiciary received a Lifesavers Public Service Award for its work in implementing a DWI (Driving While Impaired) Court in Honolulu.

Finally, the National Highway Traffic Safety Administration (NHTSA) Region 9 conducted a Management Review of the HDOT's Highway Safety Section in July 2015. We are pleased that there were no findings or recommendations for our program.

All of the successes of 2015 have our team and partners excited and motivated to continue to make a difference. We know that we, like all other states, are confronted with a number of challenges to traffic safety. We and our partners are proactively addressing these challenges.

Our state faces a more tolerant stance on marijuana, as is the case with the rest of the nation. To prepare for the potential increase in drug-impaired driving, the HDOT has been working to increase the number of DREs in the state. Currently, there are more than 70 certified DREs in six agencies statewide, with at least two DRE instructors in each county. In addition, we worked with the county police departments, Sheriff Division and county prosecutors' offices to provide training opportunities to their staff, including ARIDE courses and a statewide mock trial training, which included a team of experts from Arizona and Michigan.

In our state, the number of pedestrian deaths attributable to human behavior continues to be a challenge to highway safety. To combat this, our Walk Wise Hawaii (WWH) program continued its expansion to Oahu's neighboring islands with educational presentations and community outreach at special events. Pedestrian safety was highlighted in August when representatives from the NHTSA Region 9 office joined Governor David Ige and local traffic safety advocates to launch Hawaii's annual Pedestrian Safety Month. With Hawaii the only state in the nation to dedicate an entire month to pedestrian safety, our WWH team and traffic safety partners organized pedestrian awareness activities daily throughout the counties.

These tireless efforts and countless others throughout the year are motivated by our goal to save lives and reduce injuries on

our roadways. Although we are lifted by the successes that we enjoyed in 2015, we are sobered by each and every fatality and serious injury report we see. There are far too many stories of drivers who were intoxicated, speeding or distracted, needlessly taking lives and causing serious injuries. Too many accounts of children whose lives were cut short because their parents or caregivers didn't know how to correctly install their car seats or properly buckle them up. Too many incidents of people who were killed because they chose not to wear a seat belt. In the end, there are too many lives being lost for no other reason than someone chose not to do what is legal, safe and right.

As always, we remain committed to reducing the number of senseless deaths and injuries on Hawaii's roads. We are grateful for the strong partnerships we have with the four county police departments, county and state agencies, and traffic safety advocates in Hawaii. The HDOT and our partners pledge to continue to work diligently toward our ultimate goal of zero traffic deaths.

Together, we can make a difference.

Sincerely,

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

# Traffic Safety Core Performance Measures

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

### Core Outcome Measures\*

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

**Goal:** Decrease traffic fatalities by 10 percent from the 2008-2012 calendar base year average of 113 to 102 by December 31, 2015.

**Result:** During calendar year 2014, there was a total of 95 traffic fatalities.

#### C-2 Total Serious Injuries (TARS)

**Goal:** Decrease serious injuries by 5 percent from the 2005-2009 calendar base year average of 383 to 354 by December 31, 2015.

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

#### C-3 Total Fatalities/VMT

**Goal:**

- 1) Decrease fatalities/VMT from the 2008-2012 calendar base year average of 1.1 to 1.0 by December 31, 2015.
- 2) Decrease the rural fatalities/VMT from the 2008-2012 calendar base year average of 2.0 to 1.9 by December 31, 2015.
- 3) Decrease the urban fatalities/VMT from the 2008-2012 calendar base year average of 0.83 to 0.75 by December 31, 2015.

**Result:**

- 1) The 2013 fatalities/VMT was 1.01.
- 2) The 2013 rural fatalities/VMT was 2.23.
- 3) The 2013 urban fatalities/VMT was 0.75.

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

**Goal:** Decrease unrestrained passenger vehicle occupant fatalities in all seating positions by 10 percent from the 2008-2012 calendar base year average of 25 to 22 by December 31, 2015.

**Result:** During calendar year 2014, there was a total of 18 unrestrained motor vehicle fatalities.



### C-5 Alcohol-Impaired Driving Fatalities

**Goal:** Decrease fatalities in crashes involving a driver or motorcycle operator with a BAC of .08 g/dL or higher by 10 percent from the 2008-2012 calendar base year average of 47 to 42 by December 31, 2015.

**Result:** There was a total of 32 alcohol-impaired driving fatalities in calendar year 2014.

### C-6 Speeding-Related Fatalities

**Goal:** Decrease the number of speeding-related fatalities by 10 percent from the 2008-2012 calendar base year average of 54 to 49 by December 31, 2015.

**Result:** During calendar year 2014, there were 34 speeding-related fatalities.

### C-7 Motorcyclist Fatalities

**Goal:** Decrease motorcyclist fatalities by 10 percent from the 2008-2012 calendar base year average of 32 to 29 by December 31, 2015.

**Result:** During calendar year 2014, there were 25 motorcyclist/moped fatalities.

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

### C-8 Unhelmeted Motorcyclist Fatalities

**Goal:** Decrease unhelmeted motorcyclist fatalities by 10 percent from the 2008-2012 calendar base year average of 23 to 21 by December 31, 2015.

**Result:** During calendar year 2014, there were 12 unhelmeted motorcyclist fatalities.

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

**Goal:** Decrease the number of drivers age 20 or younger involved in fatal crashes by 10 percent from the 2008-2012 calendar base year average of 14 to 13 by December 31, 2015.

**Result:** During calendar year 2014, there were 8 drivers, age 20 or younger, involved in fatal crashes.

### C-10 Pedestrian Fatalities

**Goal:** Decrease pedestrian fatalities by 10 percent from the 2008-2012 calendar base year average of 22 to 20 by December 31, 2015.

**Result:** During calendar year 2014, there were 24 pedestrian fatalities.

### B-1 Observed Seat Belt Use

**Goal:** Increase statewide observed seat belt use of front seat outboard occupants in passenger vehicles by 0.5 percentage point(s) from the 2008-2012 calendar base year average usage rate of 96.39 percent to 97 percent by December 31, 2015.

**Result:** The 2015 observational survey showed that Hawaii's seat belt use rate was 93 percent.

# Attitudinal Survey Results

## SEAT BELT USE

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

	June 2015	October 2015
Always	96%	96%
Most of the time	1%	3%
Half the time	1%	1%
Rarely	1%	0%
Never	1%	0%

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

	June 2015	October 2015
Always	23%	28%
Most of the time	23%	20%
Half the time	30%	27%
Rarely	21%	20%
Never	3%	5%

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

	June 2015	October 2015
Yes	72%	52%
No	28%	48%

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

	June 2015	October 2015
Yes	91%	94%
No	9%	6%

## SPEEDING

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

	June 2015	October 2015
Always	4%	6%
Most of the time	9%	12%
Half the time	12%	13%
Rarely	37%	25%
Never	31%	33%
Don't drive	7%	11%

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

	June 2015	October 2015
Always	1%	1%
Most of the time	0%	1%
Half the time	2%	2%
Rarely	14%	14%
Never	75%	71%
Don't drive	8%	11%

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

	June 2015	October 2015
Yes	47%	49%
No	53%	51%

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

	June 2015	October 2015
Always	14%	15%
Most of the time	20%	25%
Half the time	34%	33%
Rarely	27%	22%
Never	5%	5%

## IMPAIRED DRIVING

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

	June 2015	October 2015
None	96%	95%
At least once	4%	5%

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

	June 2015	October 2015
Yes	62%	52%
No	38%	48%

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

	June 2015	October 2015
Always	26%	24%
Most of the time	25%	26%
Half the time	31%	26%
Rarely	17%	21%
Never	1%	3%

**A-4** Have you heard of the "Drive Sober or Get Pulled Over" media campaign?

	June 2015	October 2015
Yes	68%	73%
No	32%	27%

**A-5** Have you heard of Hawaii's impaired driving laws?

	June 2015	October 2015
The Hawaii Ignition Interlock Law	37%	49%
It is illegal to drive while impaired by prescription medication.	83%	87%

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

### OCCUPANT PROTECTION QUESTIONS

	June 2015	October 2015
All motor vehicle passengers, excluding children in child safety seats and booster seats, are required to wear seat belts in back seats.	97%	97%
Children under the age of 8 need to be in a child safety seat.	94%	54%
Child safety resources are available for free.	52%	94%
It is illegal for passengers 12 years or younger to ride in the bed of a pick up truck.	79%	79%
Should Hawaii ban all passengers from riding in the back/bed of a pick up truck?	60%	59%

### MOTORCYCLE SAFETY QUESTIONS

	June 2015	October 2015
Scooters, unlike mopeds, require a motorcycle license to operate them.	79%	51%
Motorcycles need a greater distance to stop than a car does.	68%	64%
You should give at least a 2-3-second space behind a moving motorcycle.	80%	81%
Passengers under 18 years of age on motorcycles are required by law to wear a helmet.	68%	68%

### DISTRACTED DRIVING QUESTION

	June 2015	October 2015
It is illegal to hold a mobile electronic device such as a cell phone while operating a motor vehicle.	95%	98%

## ANNUAL EVALUATION REPORT SUMMARY

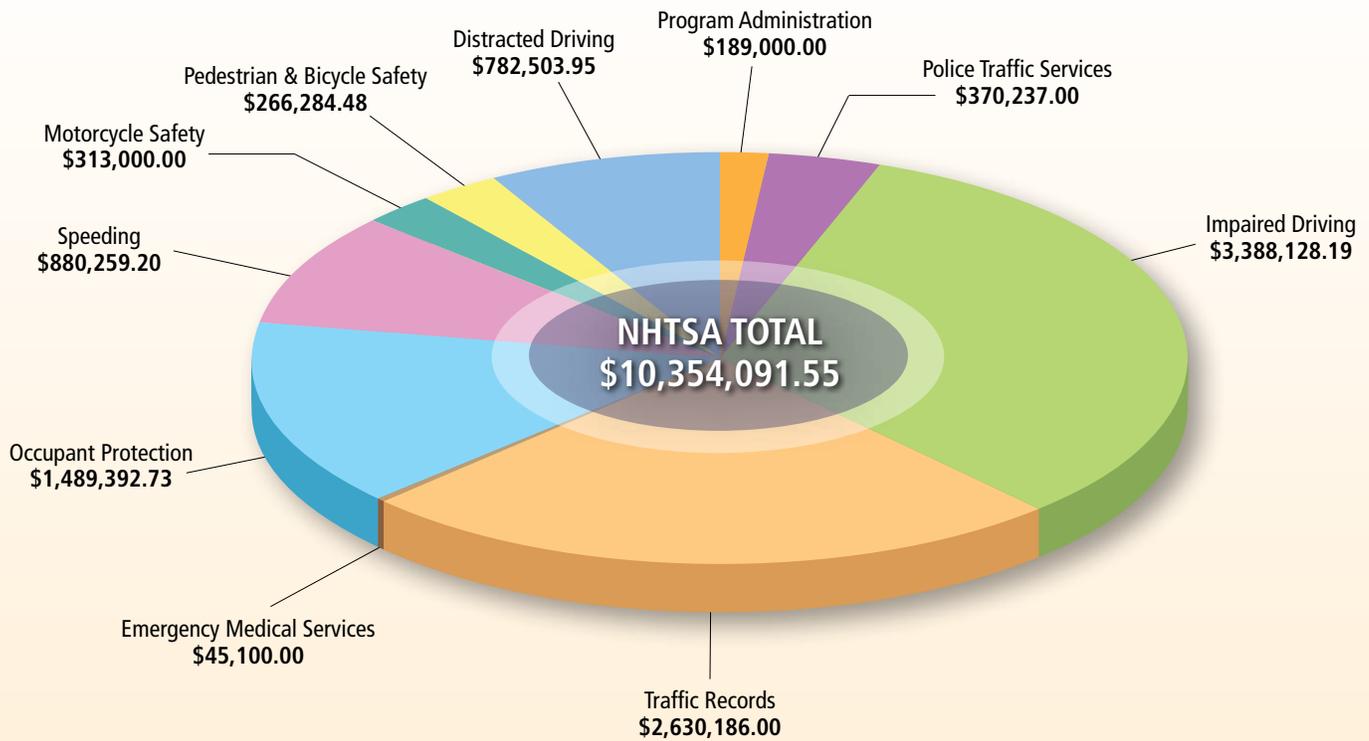
	2011	2012	2013	2014
Population	1,378,251	1,392,766	1,408,987	1,419,561
Vehicle Miles Traveled (Millions) – VMT	10,066	10,050	10,099	N/A
Traffic Fatalities	100	125	102	95
Traffic Fatalities & Serious Injuries	379	N/A	N/A	N/A
VMT Fatality Rate	0.99	1.24	1.01	N/A
VMT Fatality & Serious Injury Rate	3.56	N/A	N/A	N/A
Population Fatality Rate (100,000)	7.26	8.97	7.24	6.69
Registered Vehicle Fatality Rate	8.47	9.78	7.61	7.40
Population Fatality & Serious Injury Rate (100,000)	27.53	N/A	N/A	N/A
Alcohol-Involved Fatalities (BAC=.08+)	45	47	33	32
VMT Alcohol Fatality Rate	0.45	0.47	0.33	N/A
Percent Population Using Seat Belts	96%	93%	94%	94%
Percent Fatal Vehicle Occupants Unbelted	35%	55%	55%	55%

# Federal Aid Reimbursement

F E D E R A L F I S C A L Y E A R 2 0 1 5

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
<b>NHTSA</b>						
<b>NHTSA 402</b>						
Planning and Administration	\$172,521.20	\$0.00	\$345,042.40	\$172,521.20	\$172,521.20	\$0.00
Emergency Medical Services	\$42,967.13	\$40,100.00	\$53,708.92	\$42,967.13	\$42,967.13	\$0.00
Motorcycle Safety	\$134,501.38	\$0.00	\$168,126.73	\$134,501.38	\$134,501.38	\$0.00
Occupant Protection	\$473,684.42	\$152,688.22	\$592,104.68	\$473,684.42	\$473,684.42	\$0.00
Pedestrian & Bicycle Safety	\$185,071.60	\$108,318.60	\$231,339.50	\$185,071.60	\$185,071.60	\$0.00
Police Traffic Services	\$239,098.12	\$162,388.88	\$298,872.67	\$239,098.12	\$239,098.12	\$0.00
Speed Management	\$406,629.63	\$402,446.48	\$508,287.04	\$406,629.63	\$406,629.63	\$0.00
Distracted Driving	\$388,603.67	\$249,536.46	\$485,754.62	\$388,603.67	\$388,603.67	\$0.00
<b>NHTSA 402 TOTAL</b>	<b>\$2,043,077.15</b>	<b>\$1,115,478.64</b>	<b>\$2,683,236.56</b>	<b>\$2,043,077.15</b>	<b>\$2,043,077.15</b>	<b>\$0.00</b>
<b>408 Data Program SAFETEA-LU Total</b>	<b>\$401,121.86</b>	<b>\$251,707.04</b>	<b>\$1,604,487.44</b>	<b>\$401,121.86</b>	<b>\$401,121.86</b>	<b>\$0.00</b>
<b>2010 Motorcycle Safety Total</b>	<b>\$7,588.10</b>	<b>\$0.00</b>	<b>\$7,588.10</b>	<b>\$7,588.10</b>	<b>\$7,588.10</b>	<b>\$0.00</b>
<b>405b High HVE Total</b>	<b>\$353,249.96</b>	<b>\$353,249.96</b>	<b>\$441,562.47</b>	<b>\$353,249.96</b>	<b>\$353,249.96</b>	<b>\$0.00</b>
<b>405b High Community CPS Services Total</b>	<b>\$44,292.79</b>	<b>\$34,292.79</b>	<b>\$55,365.98</b>	<b>\$44,292.79</b>	<b>\$44,292.79</b>	<b>\$0.00</b>
<b>405b OP High Total</b>	<b>\$89,201.97</b>	<b>\$0.00</b>	<b>\$111,502.46</b>	<b>\$89,201.97</b>	<b>\$89,201.97</b>	<b>\$0.00</b>
<b>MAP-21 405b OP High Total</b>	<b>\$486,744.72</b>	<b>\$387,542.75</b>	<b>\$608,430.91</b>	<b>\$486,744.72</b>	<b>\$486,744.72</b>	<b>\$0.00</b>
<b>405d Mid HVE Total</b>	<b>\$1,001,946.06</b>	<b>\$1,001,946.06</b>	<b>\$1,252,432.58</b>	<b>\$1,001,946.06</b>	<b>\$1,001,946.06</b>	<b>\$0.00</b>
<b>405d Mid Paid/Earned Media Total</b>	<b>\$98,658.66</b>	<b>\$0.00</b>	<b>\$123,323.33</b>	<b>\$98,658.66</b>	<b>\$98,658.66</b>	<b>\$0.00</b>
<b>405d Impaired Driving Mid Total</b>	<b>\$890,173.10</b>	<b>\$431,321.09</b>	<b>\$1,112,716.41</b>	<b>\$890,173.10</b>	<b>\$890,173.10</b>	<b>\$0.00</b>
<b>MAP-21 405d Impaired Driving Mid Total</b>	<b>\$1,990,777.82</b>	<b>\$1,433,267.15</b>	<b>\$2,488,472.32</b>	<b>\$1,990,777.82</b>	<b>\$1,990,777.82</b>	<b>\$0.00</b>
<b>MAP-21 405f Motorcycle Programs Total</b>	<b>\$41,309.64</b>	<b>\$0.00</b>	<b>\$51,637.06</b>	<b>\$41,309.64</b>	<b>\$41,309.64</b>	<b>\$0.00</b>
<b>NHTSA Total</b>	<b>\$4,970,619.29</b>	<b>\$3,187,995.58</b>	<b>\$7,443,852.39</b>	<b>\$4,970,619.29</b>	<b>\$4,970,619.29</b>	<b>\$0.00</b>
<b>Grand Total</b>	<b>\$4,970,619.29</b>	<b>\$3,187,995.58</b>	<b>\$7,443,852.39</b>	<b>\$4,970,619.29</b>	<b>\$4,970,619.29</b>	<b>\$0.00</b>

## Highway Safety Plan Federal Fiscal Year 2015 Funding



### Program Administration

The primary function of the Highway Safety Section is to oversee the National Highway Traffic Safety Administration (NHTSA) grant program and other related traffic safety initiatives in Hawaii. As such, grant funds were used to pay the salary of the Highway Safety Manager and operating costs of the Highway Safety Section, including staff salaries, travel and training expenses.

### Fiscal Coordinator

HDOT's Highway Safety Section funds numerous traffic safety initiatives statewide, which require extensive fiscal oversight. The Fiscal Coordinator continued to provide much-needed fiscal support for the Highway Safety Section staff. In addition to overseeing the NHTSA sub-grantee reimbursement process, the coordinator assisted with other grant-related duties, such as general correspondence, maintaining the database/files of sub-grantees and ensuring compliance with State of Hawaii procedures.

# Program Areas

## CHILD PASSENGER SAFETY

The Hawaii Department of Transportation (HDOT) continued to find ways to protect our most precious passengers, Hawaii's *keiki* (children), while traveling our roadways.

In an effort to build a strong and cohesive child passenger safety (CPS) program statewide, HDOT coordinated monthly meetings with CPS coordinators and police department representatives from each county. These meetings allowed the coordinators to report on issues seen in their local communities, review educational campaigns and brainstorm new initiatives to improve the CPS program in the state.

During Child Passenger Safety Week in September, HDOT participated in the national mobilization with paid advertising, community education and by funding overtime enforcement. To supplement the paid media campaign, HDOT worked with

local media in all counties to promote their CPS events and resources.

Additionally, HDOT created and aired a public service announcement on television and in movie theaters to remind viewers that infants and toddlers should remain in rear-facing restraints until they are at least 2 years old.

To further educate parents and caregivers about the child restraint law and local resources available for assistance, HDOT worked with the State Department of Education (DOE) to distribute 65,000 brochures to students statewide. The brochures displayed a variety of child safety seats, the appropriate seat for a

child's weight and safety statistics. To supplement the education, all four county police departments partnered with DOE to conduct year-round education and enforcement during drop-off and pick-up periods at public schools statewide.

### Community Programs & Training

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

Training, another important component of the CPS program, is needed to build the program with new technicians, as well as ensure that existing technicians remain well qualified and proficient. During Federal Fiscal Year 2015, a total of six CPS technician classes were held statewide, using the National Highway Traffic Safety Administration standardized curriculum. Attendees included police officers, emergency medical services (EMS) personnel, nurses, firefighters and members of the military. As a result of the trainings, Hawaii now has 57 new CPS technicians.

At the same time, it is vital that Hawaii's existing CPS technicians and instructors





remain updated on the latest child safety seat installation techniques and best practices, as they are the frontline people interacting with parents and caregivers and teaching them the essentials of child passenger safety. For this purpose, HDOT coordinated statewide instructor and technician training with nationally recognized instructor Joseph

Colella. More than 100 certified technicians and instructors from around the state attended the two trainings to learn about the latest research and new safety systems entering the consumer market. The training was spread over three days, with one day geared towards instructors and two one-day trainings for technicians.

The Hawaii County Fire Department (HCFD) used grant funds to continue its efforts to train its personnel to become certified technicians. As a result of the training, HCFD conducted 10 community car seat check events, in addition to inspections conducted at various fire stations. A total of 78 child safety seats were inspected, of which 74 needed corrections and adjustments.

Through these efforts and initiatives, residents of all four counties had year-round access to regularly scheduled community car seat checks, fitting stations and educational presentations that were grant funded.

### Law Enforcement Initiatives

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

Child Safety Seat Statistics (October 1, 2014 – September 30, 2015)

	Hawaii	Maui	Kauai	Honolulu	Total
4-Day Classes	2	1	1	2	6
Trained	28	12	2	15	57
Types of Participants (EMS, Police, etc.)	EMS, Fire, Police, Nurses and Civilians	Police, Nurses and Civilians	Police and Child Services	Judiciary, Military, Hospital & Health Center Staff and Civilians	
Fitting Stations	4	4	3	8	19
No. Checked at Fitting Stations	156	10	41	1,152	1,359
Community Car Seat Checks	23	13	8	25	69
Number of Seats Checked	261	159	195	746	1,361

# IMPAIRED DRIVING

Despite a decrease in the number of traffic fatalities, from 102 in 2013 to 95 in 2014, according to Hawaii state data, impaired driving continues to present a significant problem in Hawaii and poses a danger to public safety. Of the state's 95 traffic fatalities in 2014, 52 (55 percent) had alcohol and/or drugs in their system.

During Federal Fiscal Year (FFY) 2015, the Hawaii Department of Transportation (HDOT) attempted to tackle the challenging issue of impaired driving with a multi-faceted approach that included educational, enforcement, prosecutorial and judicial components.

## Educational Awareness

As part of its educational awareness efforts, HDOT broadcasted its "Medicated Driving May Cause DUI" and "Sober Driver" public service announcements (PSA) on television and in movie theaters statewide. The "Medicated Driving" PSA informed viewers that driving under the influence of prescription medication is equally or more impairing than driving while drunk, and may lead to an arrest, serious injury or death. The "Sober Driver" PSA reminded viewers that the designated driver should always be a 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" (handcuffs), "a sweet ride" (police car), "a room" (jail cell) and, if lucky, "even a companion for the night" (cell mate).

All impaired-driving PSAs included the National Highway Traffic Safety Administration's (NHTSA) "Drive Sober or Get Pulled Over" logo.

To supplement the paid media component, TLC PR used grant funds to generate earned media and conduct a community awareness and education campaign. They incorporated drugged-driving and drunk-driving messages into their educational efforts, following the concepts in the PSAs. The following are TLC PR's activities during FFY 2015:

- During the summer, coordinated and manned a wrecked-car static display at the entrance of the 50th State Fair with "Drive Sober or Get Pulled Over" signage.
- Distributed informational flyers at the 50th State Fair and University of Hawaii events held at the Stan Sheriff Center sports complex.

- Coordinated a "mixology" contest, in which bartenders created festive, non-alcoholic mixed drinks. The winning "mocktails" were showcased in a recipe booklet that was distributed during the holidays.
- Worked with high schools to distribute drunk-driving flyers and "Drive Sober or Get Pulled Over" key chains to driver education classes.
- Worked with the U.S. Bartender's Guild (USBG) - Hawaii Chapter to distribute "Drive Sober or Get Pulled Over" coasters to local bars during key holidays.
- Worked with Times Supermarkets locations to distribute medicated-driving flyers at their pharmacies.
- Promoted the Drug Recognition Expert (DRE) Program and warned drivers that law enforcement agencies statewide have officers who are specially trained to recognize drug impairment.

Overall, TLC PR reached 520,300 people through their community outreach activities. Additionally, they created new partnerships with the USBG; Friends of St. Patrick organization; DTRIC Insurance; E.K. Fernandez Shows, Inc.; State Farm Insurance; Insurance Auto Auctions, Inc. and Times Supermarkets pharmacies.

## Enforcement Efforts

Along with education, enforcement is another essential component in combating impaired driving. 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, in which the departments conducted at least one checkpoint per week throughout the FFY, with additional checkpoints during major holidays. The departments also stepped up enforcement and increased the number of checkpoints during the Labor Day and Winter Holidays national impaired-driving crackdown periods. In all, the four counties conducted 526 checkpoints, which resulted in 72,828 vehicles checked, 5,024 citations issued and 1,480 arrests.

To publicize their enforcement efforts and further raise awareness of the impaired-driving problem, the counties issued news releases informing the public that police departments would be setting up impaired-driving checkpoints throughout the month and reminding them to drive sober. Additionally, HPD invited the media to its impaired-driving checkpoints.

MPD and KPD also used grant funding to conduct 15 operations targeting underage individuals illegally drinking in public areas and parks, which resulted in one DUI arrest and 12 other arrests.

To more effectively fight impaired driving, representatives from the county police departments collaborated, sharing ideas and resolving issues during quarterly Traffic Commanders and Impaired Driving Task Force meetings. In addition, attending national conferences and trainings like the Lifesavers Conference allowed them to learn about other states' enforcement efforts and keep abreast of the latest trends in traffic safety.



## Prosecution & Adjudication

### DWI Court

Along with education and enforcement, Hawaii's judicial efforts were also an important element in addressing impaired driving. The Judiciary's Honolulu DWI Court ended the fourth year of its pilot program with 16 graduates and 21 participants. The voluntary program for non-violent repeat offenders provides participants with comprehensive court-supervised treatment opportunities, as well as resources to successfully complete rehabilitation. It also includes regular court appearances before a designated DWI Court judge and regular attendance at self-help meetings. Participants in the program were referred to the DWI Court coordinator by the district court judges, defense counsel and Judiciary Drivers Education Office.

The DWI Court team continued to meet monthly or bimonthly and participated in various cross-training opportunities. Additionally, the DWI Court Steering

Committee held its annual meeting to provide support and feedback to the DWI Court team.

Furthermore, the DWI Court coordinator worked to create a sustainability plan for a state-funded DWI Court Program within the District Court of the First Circuit and submitted the requisite documents to the Hawaii State Judiciary to include the DWI Court Program as part of the 2016-2017 Hawaii State Judiciary budget.

On behalf of the Judiciary, the DWI Court judge and coordinator traveled to the Lifesavers Conference in Chicago, Illinois, to accept the NHTSA Award for Public Service in recognition of their DWI Court pilot program efforts. The collaborative team effort involved in creating and coordinating a DWI Court program is commendable. The program has been so successful, neighbor island traffic safety partners who first opposed it changed their minds during a site visit and are now open to the concept of having DWI Courts on their respective islands.

# IMPAIRED DRIVING - cont.

In addition, the DWI Court coordinator attended the National Association of Drug Court Professionals' 21st Annual Training Conference in Washington, D.C. The training provided a comprehensive overview of the theory and application of the necessary components to effectively plan and implement a successful DWI Court, as well as continuing education on the latest research and developments in the treatment court field.

## Judicial Training

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

The State Judiciary used grant funding to conduct a statewide training on impaired driving and highway safety issues for district court and per diem judges. Attending the training gave judges a better understanding of the following topics:

- National Safety Council Programs
- Driver Education: Overview and Educational Programs
- Administrative Driver's License Revocation Office (ADLRO) Procedures
- Crash Investigation Procedures
- Driving Under the Influence of Drugs
- Intoxilyzer Calibration and Demonstration

## Impaired Driving Statistics (October 1, 2014 – September 30, 2015)

	Honolulu	Hawaii	Maui	Kauai	Total
Checkpoints or DUI Saturation Patrols	231	111	124	60	526
OVUI Arrests	303	1,102	67	8	1,480
Citations	3,496	269	434	825	5,024
Vehicles Checked	41,204	8,854	8,864	13,906	72,828

As a result of training, district court judges are better equipped to adjudicate and manage issues associated with impaired driving and highway safety.

## CMI, Inc. Intoxilyzer Training

The successful enforcement of Hawaii's OVUI law depends on several factors, such as OVUI detection, arrest, breath or blood alcohol testing, prosecution and administrative revocation. Breath alcohol tests are routinely performed in OVUI arrests, and the test results are used as supporting evidence of intoxication in OVUI prosecution and administrative revocation. It has been established in the courts that properly administered breath alcohol test results enhance the success rate of OVUI convictions.

To support the state OVUI breath alcohol testing program, the Hawaii State Department of Health (DOH) provided breath alcohol testing supervisor training to law enforcement agencies in the state. DOH used grant funding to bring CMI, Inc., the manufacturer of the Intoxilyzer 8000, to Hawaii to conduct three supervisor trainings on two different islands. Officers from the four county police departments, Sheriff Division and the military successfully completed the two-day course and are now certified supervisors who can conduct monthly accuracy checks and are eligible to train other officers as basic operators.

Prosecutors from all four counties also observed the training to gain a better understanding of the Intoxilyzer 8000 and thereby effectively articulate the breath alcohol testing procedures in court.

## Traffic Safety Resource Prosecutor (TSRP)

In conjunction with the educational, enforcement and judicial elements, Hawaii's prosecutorial efforts also played a crucial role in HDOT's comprehensive impaired-driving crusade. As one of Hawaii's TSRPs, the County of Hawaii's Office of the Prosecuting Attorney (OPA) continued to tackle the issue of drugged driving by coordinating an annual, statewide "Lethal Weapon Prosecuting Drugged Drivers Training" for prosecutors, law enforcement officers and HDOT representatives. The training included the following well-respected and highly experienced presenters:

- Sgt. Benjamin Moszkowicz, DRE Instructor with HPD
- Dr. Clifford Wong, Toxicologist with Clinical Laboratories
- Sgt. Michael Brede, Crash Reconstructionist with HPD
- Beth Barnes, TSRP and Assistant City Attorney from Phoenix, Arizona
- Duane Kokesch, Senior Attorney with the National Traffic Law Center in Alexandria, Virginia

Along with the training, representatives from OPA attended the quarterly Traffic Commanders and Impaired Driving Task Force meetings, as well as the Lifesavers Conference and NHTSA Region 9 Traffic Safety Partners Leadership and Training Meeting.

### Kauai Office of the Prosecuting Attorney

The Kauai County's Office of the Prosecuting Attorney's grant expanded to include a TSRP position to support Hawaii County's TSRP. In addition, to enhance the prosecutorial skills of the TSRP, the Vehicular Crimes Deputy Prosecutor and the county's Prosecuting Attorney, the agency sent these representatives to the quarterly Traffic Commanders and Impaired Driving Task Force meetings, as well as Lifesavers Conference and NHTSA Region 9 Traffic Safety Partners Leadership and Training Meeting. These meetings and trainings afforded the prosecutors the opportunity to collaborate with other county and law enforcement representatives from around the state and the nation, along with learning about the latest traffic-related statistics, and pinpointing trends regarding traffic safety and prosecution.

### Maui Department of the Prosecuting Attorney

The County of Maui Department of the Prosecuting Attorney's District Court Unit viewed its grant as an opportunity to collaborate with MPD and other statewide law enforcement agencies in reducing OVUII crimes in their communities. The District Court Unit used grant funding to send prosecutors to attend quarterly Traffic Commanders and Impaired Driving Task Force meetings. Additionally, prosecutors attended the Lethal Weapon training in Phoenix, Arizona, and Lifesavers Conference in Chicago, Illinois. At these national conferences, session topics included unique aspects and challenges of vehicular homicide cases; understanding the recent updates to the Standardized Field Sobriety Testing manual; and drug classifications and their impact on driving.

### Drug Recognition Expert Program

Drug-impaired driving is a growing problem in Hawaii. According to Hawaii state data, 95 people were killed on Hawaii's roadways in 2014. Of the 95 fatalities, 32 individuals (34 percent) had a positive result for alcohol (0.01 BAC or greater) and drugs; and 19 people (20 percent) had a positive result for drugs only.

Faced with a more tolerant societal stance on marijuana, HDOT focused efforts and resources on strengthening and growing the DRE Program, as well as addressing other related issues.

### Trainings

During FFY 2015, HDOT worked with its traffic safety partners to provide DRE-related training to key stakeholders, including police officers, sheriff deputies, military police, county prosecutors and other law enforcement officers.

Advanced Roadside Impaired Driving Enforcement (ARIDE), a prerequisite for DRE School, was held in all four counties. Following ARIDE, HPD hosted DRE Instructor Training from April 7-10, 2015; DRE School from April 13-24, 2015; and Certification Nights from April 27-May 1, 2015. As a result of these trainings, Hawaii certified 24 new DREs and six new DRE instructors, bringing the total number of DREs and DRE instructors up to 78 and 23, respectively, by the end of 2015.



# IMPAIRED DRIVING - cont.

To improve the prosecution of drug-impaired drivers, HDOT coordinated a three-day mock trial training for officers and prosecutors. The training, which used a team-building approach, provided an opportunity for prosecutors and DREs to practice and improve their skills in expert witness testimony and cross examination in a courtroom setting. Led by a team made up of TSRPs, county prosecutors, a Judicial Outreach Liaison and DRE instructors from Michigan, Arizona and Hawaii, the training included sessions such as "A Judicial Perspective of the DRE Program;" "The DRE as an Expert Witness;" "Common Challenges and Defenses in a DUI-Drug Case;" and "Update on Hawaii Drugged Driving Trends and Legislation," followed by two days of mock trial.

## Conferences

Representatives from HDOT, HPD, KPD, MPD, HCPD and the Department of the Prosecuting Attorney for the County of Maui attended the 21st Annual International Association of Chiefs of Police Training Conference on Drugs, Alcohol and Impaired Driving in Cincinnati, Ohio, from August 10-12, 2015.

Attendees networked with out-of-state DREs, toxicologists and TSRPs, and learned about national drug trends and issues. As a result of the conference, attendees returned to Hawaii and implemented some of the ideas that they had gathered from other states, such as using Field Certification Guides during Certification Nights, how to write better DRE narrative reports and potential solutions to establishing a state forensic testing laboratory.

## Partnerships

Hawaii's traffic safety partners recognized the need to proactively address the growing drugged-driving problem. Partner agencies, including law enforcement, county prosecutors, toxicologists, DOH, ADLRO and HDOT met quarterly during the Traffic Commanders meetings to discuss DRE issues and trainings, such as legislation, adjudication of drugged-driving cases and the establishment of a state laboratory for forensic testing. HDOT's Highway Safety Section also maintained constant communication with these partners via phone calls, e-mail correspondence and distribution of DRE- and drug-related updates.

## Media Coverage & Other Initiatives

As part of Hawaii's efforts to grow the DRE Program in the state, HDOT used media opportunities to enhance the high visibility enforcement. Local ABC affiliate KITV aired an exclusive story on the DRE Program and law enforcement's fight to curb drugged driving. The story included interviews with the Hawaii State DRE Coordinator, a DRE instructor and DRE School student, as well as a demonstration of some of the steps in the DRE evaluation.

In addition, local FOX affiliate KHON highlighted the dangers of medicated driving during its "Living808" daily lifestyle show. During the segment, co-host Taizo Braden spoke with a DRE instructor from HPD and the president of the Hawaii Pharmacists Association.

## Other HDOT Initiatives

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

HDOT's Traffic Safety Section planned to use grant funds to send a representative to the Lifesavers Conference. However, due to unforeseen circumstances, the representative was not able to attend the conference.



# SPEEDING

Speeding continues to plague Hawaii’s roadways and was a contributing factor in 36 percent of traffic-related fatalities in 2014 (34 out of a total of 95 fatalities). This was a 8 percent decrease from the previous year, in which 44 percent of traffic fatalities were speeding related.

To further combat this problem, Hawaii focused its efforts on strict and consistent enforcement of speeding laws by the county police departments.

## Enforcement

During Federal Fiscal Year 2015, all four county police departments received grant funding to conduct overtime and specialized speed enforcement, particularly in areas that were identified as having speed-related issues.

The Honolulu Police Department (HPD) utilized 3,252 hours of overtime toward high visibility enforcement on Oahu’s main travel corridors, which resulted in 11,443 speeding, excessive speeding and racing citations. In addition, HPD issued 1,483 other citations and made 16 Operating a Vehicle Under the Influence of an Intoxicant (OVUI) arrests and 22 other arrests.

On the island of Hawaii, the Hawaii County Police Department (HCPD) conducted 325 speeding projects, including speeding checkpoints and four island-wide mobilizations, which yielded 1,737 speeding citations, 731 other citations, nine OVUII arrests and 25 other arrests.

In Maui County, the Maui Police Department’s (MPD) one-week Operation SPEED and year-round enforcement resulted in 696 speeding citations and 138 other violations. In addition, the Traffic Section conducted seven traffic surveys, sharing the data at community meetings and with the patrol districts for targeted speed enforcement recommendations.

The Kauai Police Department (KPD) maintained continuous, year-round speed enforcement around its county. As a result, 575 speeding citations – including violations in construction/ school zones and for excessive speeding – were issued.



## Equipment

Grant funds were also used to better equip officers with tools necessary to curb speeding. MPD purchased three electronic message boards capable of displaying the speed of approaching vehicles. In addition, these were used during the National Highway Traffic Safety Administration’s national mobilizations and throughout the year to broadcast roadway information and safety messages. KPD purchased 10 LTI TruSpeed laser speed guns, which were distributed amongst the districts, and HCPD received 10 Stalker II radar units that were sent to patrol districts throughout the island.

## Public Education

Each county police department supplemented its high visibility enforcement efforts with public education initiatives cautioning drivers against speeding.

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

### Speed Enforcement Statistics (October 1, 2014 – September 30, 2015)

	Honolulu	Hawaii	Maui	Kauai	Total
Grant-Funded Speed Citations	11,443	1,737	696	575	14,451
County-Funded Speed Citations	30,901	9,939	3,483	1,681	46,004

# PEDESTRIAN & BICYCLE SAFETY

Walking and bicycling are popular recreational activities in Hawaii. Our beautiful weather year round allows residents to take advantage of these healthier, more cost-efficient and eco-friendly alternatives to driving.

Unfortunately, more pedestrians and bicyclists on our roadways lead to higher incidents of traffic-related crashes.

According to Hawaii's traffic safety data, 28 of our 95 motor vehicle fatalities (29 percent) in calendar year 2014 were pedestrians and four (4 percent) were bicyclists. Of the 28 pedestrian fatalities, 20 individuals (71 percent) were 55 years or older and 13 people (46 percent) were either alcohol impaired (.08 BAC or greater) or tested positive for drugs in their systems.

To better protect these vulnerable roadway users, the Hawaii Department of

Transportation (HDOT) worked with its traffic safety partners to conduct statewide educational efforts and high visibility enforcement.

## Walk Wise Hawaii

Walk Wise Hawaii (WWH) is Hawaii's award-winning program that addresses the issues of safe pedestrian behavior and driver awareness, with an emphasis on senior citizens and children. Each year, it seeks new ways to expand its educational initiatives, including expanding its partnerships to further its goals of reducing pedestrian fatalities and injuries. During Federal Fiscal Year (FFY) 2015, WWH teamed up with the

City and County of Honolulu's Department of Transportation Services (DTS), the four county police departments, the University of Hawaii at Manoa and private sector partners, such as McDonald's Restaurants of Hawaii, to step up outreach to all counties in the state.

WWH cultivated a presence at major community events, such as the Fourth of July celebration, Mayor-a-thon, Kapaa Art Walk and the Kauai County Farm Bureau Fair on Kauai; Wailuku "Be Seen at Night" First Friday event, Friday Town Parties, MomsInHawaii's Mom-O-Rama event and the Fourth Friday Town Party on Maui; First Hawaiian Bank PrimeTime Wellness Fair and Paniolo Festival in Hawaii County; and the First Hawaiian International Auto Show, Hawaii Pet Expo and the First Hawaiian Bank PrimeTime Wellness Fair on Oahu. In addition, WWH's team gave many presentations at senior centers, local fairs, walk/run events, neighborhood board meetings and elementary schools, along with conducting sign waving events.



The highlight of the WWH program continued to be Hawaii's own Pedestrian Safety Month, the only one of its kind in the nation. Governor David Ige, representatives from the National Highway Traffic Safety Administration (NHTSA) Region 9 and traffic safety partners launched the sixth annual campaign by proclaiming that the entire month of August would be dedicated to pedestrian safety awareness. Various pedestrian safety events were held statewide throughout the month, including sign waving events, presentations and a poster contest for elementary school students.

In partnership with McDonald's Restaurants of Hawaii and Kamaaina Kids, the contest challenged students to create posters featuring two themes: "Always wear bright and reflective clothing when walking at night" and "Always make eye contact with drivers while in the crosswalk." The top two posters were printed along with pedestrian safety tips on tray liners used in all McDonald's Restaurants of Hawaii locations throughout August. Approximately 500,000 customers viewed these tray liners during the campaign.

Pedestrian Safety Month, related activities and the poster contest generated numerous earned media, a key component of the WWH program to further educate the public on traffic safety issues. Leading up to and during Pedestrian Safety Month, local television and radio media interviewed WWH team members and victims of pedestrian-related crashes. Because NHTSA Region 9 representatives were in Hawaii at the end of July, Deputy Administrator Greg Fredericksen appeared on the local morning news shows and spoke during the morning rush hour on local radio stations to help promote Pedestrian Safety Month and provide a national perspective on pedestrian safety issues.

In addition, HDOT sponsored recurring traffic safety segments on local FOX affiliate KHON's "Living808" daily lifestyle show. Two segments that aired in August were dedicated to pedestrian safety; one segment highlighted general pedestrian safety tips while the other focused on the "Be Seen" message and featured a mini dog fashion show with the dog walkers wearing bright and/or reflective clothing.

In all, Pedestrian Safety Month garnered \$127,396 worth of earned media coverage and reached a viewership of 803,364 people.



## Honolulu Police Department Law Enforcement Efforts

During FFY 2015, the Honolulu Police Department (HPD) received grant funding to enforce pedestrian and bicycle laws throughout the year on Oahu. The department also conducted a four-week period of increased pedestrian enforcement from January to February, citing pedestrians and motorists and distributing traffic safety brochures. At the end of that period, HPD took advantage of Valentine's Day to educate in a unique way: Officers teamed up with WWH volunteers to hand out Valentine's Day treats and brochures at two busy intersections in the downtown Honolulu business district. In addition to spreading goodwill and sharing pedestrian safety tips with more than 300 people, HPD received positive news coverage in the media.



In all, an estimated 1,300 pedestrians received traffic safety brochures during the increased-enforcement period, and throughout the FFY, 2,614 pedestrians and 274 motorists were issued citations for violating Hawaii's pedestrian laws.

Bicycle safety is a growing area of concern in Hawaii, particularly on Oahu. Along with pedestrian safety initiatives, HPD conducted bicycle enforcement and education activities. According to the Hawaii State Department of Health's Injury Prevention System Branch, the five-year period of 2008 through 2012 showed a 25 percent increase in nonfatal injuries to bicyclists. More than 60 percent of these injuries occurred in the City and County of Honolulu.

To address this, HPD initiated a pilot project to enforce bicycle laws and educate bicyclists and drivers on state laws and the dangers of unsafe riding. The department expended 147 hours of overtime that resulted in 354 citations to bicyclists and drivers.

# OCCUPANT PROTECTION

The Hawaii Department of Transportation (HDOT) has proudly maintained a seat belt usage rate higher than 90 percent for more than a decade. According to Hawaii's post-2015 "Click It or Ticket" (CIOT) seat belt observational survey, our state's seat belt usage rate remained strong and steady at 93 percent.

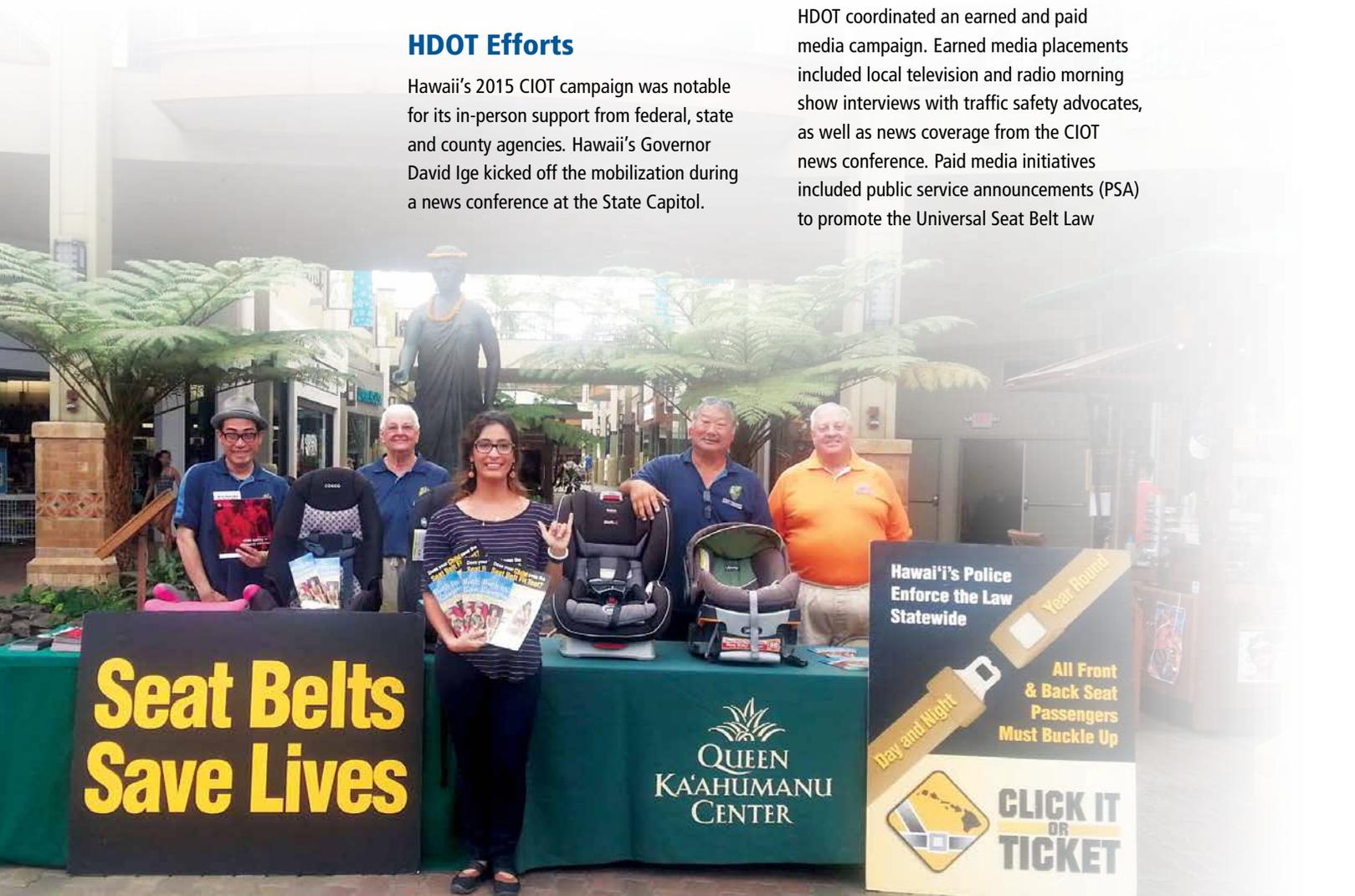
HDOT and our partners are not content with this statistic and continue to work toward our ultimate goal of 100 percent usage. We strive to achieve this goal through a combination of earned and paid media, education and enforcement.

## HDOT Efforts

Hawaii's 2015 CIOT campaign was notable for its in-person support from federal, state and county agencies. Hawaii's Governor David Ige kicked off the mobilization during a news conference at the State Capitol.

Representatives from all four county police departments, federal partners and other traffic safety advocates were present to support the local and national campaign.

To promote the CIOT May mobilization, HDOT coordinated an earned and paid media campaign. Earned media placements included local television and radio morning show interviews with traffic safety advocates, as well as news coverage from the CIOT news conference. Paid media initiatives included public service announcements (PSA) to promote the Universal Seat Belt Law



and remind the public that police were conducting year-round, around-the-clock seat belt enforcement. The PSAs aired on radio and television and ran in movie theaters statewide.

Grant funds were also used to hire the public relations firm TLC PR to assist HDOT with media placements and earned media opportunities. TLC also created a "Belt Booster Team" to conduct Seat Belt Fit Tests at community events to help parents and caregivers determine whether their child needed a booster seat or was tall enough to safely use a seat belt. The team spoke with 1,100 drivers and conducted 120 Seat Belt Fit Tests. Additionally, they oversaw the production of a new PSA to remind parents and caregivers to keep infants and toddlers rear facing until at least 2 years of age.

## Law Enforcement & Community Activities

All four county police departments enforced Hawaii's seat belt and child restraint laws year round and worked diligently to support the national CIOT mobilization. Each county also stepped up its nighttime seat belt enforcement, sometimes using nontraditional and innovative techniques such as setting up fake construction sites to slow traffic down. As a result of the grant-funded overtime enforcement, a total of 5,963 seat belt and 280 child restraint citations were issued during Federal Fiscal Year 2015.

To complement law enforcement activities, the Honolulu Police Department also conducted 59 traffic safety presentations on the importance of seat belts and child restraints. More than 1,034 people attended these presentations.



In addition, the Hawaii County Police Department continued its highly successful CIOT basketball and volleyball tournaments. Due to the popularity of the sports events, the CIOT tournaments were expanded to include flag football. During the grant period, a total of 17 CIOT tournaments were held throughout the county and were open to elementary, middle and high school students.

As part of the tournaments' festivities, police officers conducted educational presentations for participants and spectators, reminding

them about Hawaii's seat belt and child restraint laws and stressing the importance of being properly buckled in the correct seat. Officers obtained 1,312 written pledges from everyone in attendance to always use seat belts and child restraints. In addition to educating the public and fostering good community relationships, the tournaments generated extensive earned media coverage that further promoted the CIOT message.

Occupant Protection Enforcement Statistics (October 1, 2014 – September 30, 2015)					
	Honolulu	Hawaii	Maui	Kauai	Total
Grant-Funded Seat Belt Citations	3,867	887	765	444	5,963
County-Funded Seat Belt Citations	2,994	3,073	1,238	666	7,971
Grant-Funded Child Restraint Citations	178	48	37	17	280
County-Funded Child Restraint Citations	841	331	205	34	1,411

# DISTRACTED DRIVING

Distracted driving and related deaths are on the rise, according to the National Highway Traffic Safety Administration (NHTSA). Nationwide in 2013, 3,154 people were killed, and an estimated 424,000 were injured, in motor vehicle crashes involving a distracted driver.

Recognizing that this risky behavior poses a danger to all road users, the Hawaii Department of Transportation (HDOT) continued to designate distracted driving as one of its traffic safety priorities.

During Federal Fiscal Year (FFY) 2015, HDOT used grant funding to educate the public about Hawaii’s mobile electronic device law and the hazards of driving while distracted, in addition to supporting statewide enforcement efforts.

## Educational Outreach & Media Efforts

To continue to raise awareness of the dangers of distracted driving, HDOT issued a grant to TLC PR to conduct educational community outreach, which expanded to include the island of Maui this year. TLC PR incorporated the distracted driving simulator, the Drive Square Simulation System, into educational presentations held at community events and local high schools. The simulator is a lightweight and portable virtual reality

video system that can be attached to any motor vehicle, enabling participants to safely experience the adverse effects of driving while distracted. The presentations also utilized NHTSA’s “One Text or Call Could Wreck It All” concept, which resulted in “drivers” completing the simulation and observers pledging to end distracted driving.

Along with the educational outreach component, TLC PR coordinated a distracted driving public service announcement (PSA) competition. According to NHTSA, drivers younger than age 20 text more than any other age group and have the highest proportion of distraction-related fatal crashes, which is why college-aged students were approached for this competition. Students from the University of Hawaii’s Academy of Creative Media and the Communications Department were invited to submit a compelling concept – complete with storyboards and a script – focused on the dangers of texting and driving and aimed at reaching their peers. The on-campus radio station, KTUH, assisted in promoting the competition.

Another element of HDOT’s distracted driving efforts this year included kicking off National Distracted Driving Awareness Month in April at the State Capitol and unveiling its state-of-the-art distracted driving simulator. During the event, the winner of the distracted driving PSA competition was announced and presented with a \$500 check from Servco Toyota. Additionally, the winner was involved in the production stages of her professionally produced PSA, which will be aired on television and in movie theaters. The kick-off event was well covered by the media with 19 stories and an estimated total audience of 416,211 people.

In addition to the kick-off event, HDOT continued to broadcast its distracted driving PSA on television and in movie theaters. The “Distracted Driving” PSA focused on the behavior of texting, warning drivers with the tagline, “End distracted driving before it ends you.” HDOT also aired a radio PSA that included an enforcement message and reminded drivers to obey the mobile electronic device law.

## Law Enforcement Initiatives

During FFY 2015, all four county police departments were issued grants to conduct overtime enforcement of Hawaii’s mobile electronic device law, which has been in effect since July 1, 2013. The year-round enforcement, including stepped-up operations during April’s National Distracted Driving Awareness Month, resulted in a total of 14,082 citations statewide – 5,497 grant funded and 8,585 county funded.

Using grant funds, the Honolulu Police Department (HPD) issued 4,734 citations, along with 6,486 county-funded citations, to drivers who were using mobile electronic devices while operating a vehicle. The department also issued 2,772 citations for other violations and made 46 arrests.

**Distracted Driving Enforcement Statistics  
(October 1, 2014 – September 30, 2015)**

	Honolulu	Hawaii	Maui	Kauai	Total
Grant-Funded Distracted Driving Citations	4,734	473	31	259	5,497
County-Funded Distracted Driving Citations	6,486	83	1,350	666	8,585
<b>Total by County</b>	<b>11,220</b>	<b>556</b>	<b>1,381</b>	<b>925</b>	<b>14,082</b>

# MOTORCYCLE SAFETY

In addition to enforcement efforts, HPD conducted 59 safety presentations that included discussions about the dangers, consequences and penalties of distracted driving. Presenters distributed flyers and provided tips on avoiding distracted driving to more than 15,000 community members who attended.

The Maui Police Department (MPD) issued 31 grant-funded distracted-driving citations and distributed more than 300 distracted-driving flyers at traffic safety events. Additionally, they issued 1,350 county-funded citations. MPD attributed the low number of grant-funded citations to staffing issues, which included the retirement of officer Keith Taguma during the first quarter of the FFY. Officer Taguma was responsible for issuing the majority of the distracted-driving citations in FFY 2014.

During grant-funded overtime enforcement, the Kauai Police Department (KPD) issued 259 citations and 666 county-funded citations to drivers who were using mobile electronic devices while operating a vehicle.

The Hawaii County Police Department issued 473 distracted-driving citations, 408 other citations, 306 seat belt citations and six child restraint citations as a result of the 87 distracted-driving checkpoints conducted. They also issued 83 county-funded citations.

Along with enforcement and community presentations, the county police departments supplemented their efforts with earned media initiatives. They distributed news releases for National Distracted Driving Awareness Month to remind the public to obey the distracted-driving law and to inform them that officers would be strictly enforcing the law. KPD also worked with a local radio station to produce a PSA about distracted driving.

During calendar year 2014, Hawaii state data showed that there were 25 total motorcyclist and moped fatalities, a slight decrease from 29 in 2013.

Despite the current trend toward a reduction in motorcycle fatalities, motorcycle safety continued to be a priority, with the goal of reducing these numbers even further. To address this traffic safety concern, the Hawaii Department of Transportation (HDOT) used grant funds for a motorcycle awareness campaign and toward the statewide motorcycle training program.

HDOT kicked off National Motorcycle Safety Month with a motorcyclist-awareness media campaign featuring two versions of the "Look Twice for Motorcycles" message to increase motorists' awareness of motorcycle riders. These public service announcements were shown in movie theaters and on television statewide. Additionally, 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 motorcycle safety and focused on the motorcycle training program and safe riding tips.

## Motorcyclist Safety Training

Leeward Community College (LCC) was issued a grant to support its motorcyclist-safety training program, which offered basic rider courses and advanced rider courses to further enhance the riding skills of current motorcyclists. In addition to the training program at LCC, the programs were available at the Hawaii Community College in Hilo and the Community Colleges on Maui and Kauai. The ultimate goal of this project was to reduce motorcyclist fatalities and injuries by making training available in all four counties, and thereby accessible to the majority of the population.

During the grant period, a total of 89 classes taught 1,393 students the Hawaii edition of the Motorcycle Safety Foundation's (MSF) Basic Rider Course. This breaks down to 1,138 students on Oahu, 84 in Hawaii County, 151 on Maui and 20 on Kauai.

## Other Initiatives

Currently, as part of continuing efforts to ensure that the motorcyclist-safety training program is up to date with the most current research, as well as the newest and safest maneuvers, HDOT and LCC are working together to review the latest version of the Basic Rider Course as offered by the MSF. Should the new curricula be implemented, HDOT anticipates an increase in registration as existing riders may seek to improve their skills and knowledge of how to more safely operate a motorcycle. To ensure that this demand is met, new instructors are currently being trained for certification. Additionally, new training motorcycles are being purchased in order to meet the increased demand and to replace ones that are damaged and/or too old to be safely used.

HDOT is also working with the four county driver licensing agencies to update and strengthen their testing procedures to ensure that the motorcycle designation is only issued to riders who can demonstrate safe riding skills. Furthermore, HDOT is in the process of updating Hawaii's laws to make certain that motorcycle safety instructors are up to date with their knowledge and training.



# EMERGENCY MEDICAL SERVICES

The chances of surviving a motor vehicle crash greatly increases for victims if they receive care within the “golden hour.” In order for first responders to be able to access and treat patients effectively and quickly, it is important they be given the best tools and protection available.

Recognizing this, the Hawaii Department of Transportation issued a grant for the purchase of specialized equipment to reduce the response and extrication times in motor vehicle crashes, while increasing the safety of first responders and crash victims.

## Honolulu Fire Department

The Honolulu Fire Department (HFD) received grant funds to purchase 35 high-lift hydraulic jacks and one cordless extrication system. The project addressed the need to equip frontline apparatuses (fire engines, aerial ladder trucks, quints, aerial tower trucks, rescue trucks, etc.) with portable extrication equipment, which are effective hand tools used to gain quick access to victims trapped in motor vehicles.

The HFD now has 27 frontline apparatuses equipped with portable hydraulic extrication kits. These hand-powered jacks provide a way for first responders to initiate auto extrication efforts immediately instead of waiting for an apparatus with a powered system. This is a crucial tool since HFD responds to at least a thousand traffic-related incidents a year on Oahu’s roadways.

Funds were also used to purchase a cordless extrication system: cutter, spreader and telescoping ram, with batteries and accessories. The self-contained, lithium-ion battery-powered rescue tool provides the same cutting and spreading force as the corded version, expediting patient extrication in motor vehicle collisions without being bound to the power unit. Engine 20, which is housed at the Pearl City Fire Station, was selected to receive the rescue tool due to its central location on Oahu and high volume of responses. (Between 2012 to 2014, this engine company alone responded to 3,528 traffic-related incidents.)



# POLICE TRAFFIC SERVICES

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

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 a 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 three Institute of Police Technology and Management (IPTM) courses in Honolulu: "Traffic Crash Reconstruction," "Pedestrian/Bicyclist Crash Investigation" and "Advanced Pedestrian/Bicyclist Investigation." Grant funds were also used to send two HPD officers to the Crash Data Recorder User's Summit in Houston, Texas.



Two Kauai Police Department (KPD) officers attended and passed both the IPTM "Traffic Crash Reconstruction" and "Pedestrian/Bicyclist Crash Investigation" courses on Oahu. KPD also used grant funds to purchase a DJI Phantom 2 Vision Quadcopter and Truview Computer-Aided Dispatch (CAD) software to enhance its traffic crash investigations. The quadcopter was used to take aerial video of crash scenes that were previously inaccessible for investigators and required the use of a snorkel truck or helicopter.

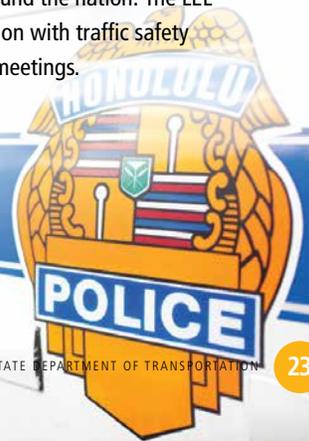
Four Maui Police Department (MPD) officers attended and passed both the IPTM "Pedestrian/Bicyclist Crash Investigation" and "Advanced Pedestrian/Bicyclist Investigation" courses on Oahu. Three MPD officers attended and passed the "Traffic Crash Reconstruction" course on Oahu. MPD also used grant funds for two officers to attend the Crash Data Recorder User's Summit and Train-the-trainer courses in Houston, Texas; a "Digital Photography for Law Enforcement" course in Jacksonville, Florida; and the ARC-CSI Crash Conference in Las Vegas, Nevada. In addition, MPD used grant funds to purchase MapScenes Forensic CAD and Evidence Recorder annual software/subscriptions.

Five Hawaii County Police Department officers attended and passed all three IPTM courses on Oahu.



## Traffic Safety/Law Enforcement Liaison

HDOT continued to fund the Traffic Safety/National Highway Traffic Safety Administration (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 Lifesavers Conference; the 40th International Forum on Traffic Records and Highway Information Systems; the Governors Highway Safety Association annual and quarterly meetings; the NHTSA Region 9 Traffic Safety Partners Leadership and Training 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

Hawaii's Traffic Records Coordinating Committee (HTRCC) sought to improve Hawaii's Traffic Safety Information Systems during Federal Fiscal Year (FFY) 2015. The HTRCC met regularly to provide status updates on member agencies' progress, share challenges that were hindering projects and discuss solutions to resolve problems.

Utilizing the Hawaii Strategic Highway Safety Plan (SHSP) and the State Strategic Plan as guiding documents, the HTRCC focused its efforts on key strategies and priority projects:

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

## Crash Data Transfer

The HTRCC spent much of its time and efforts on improving the timeliness of transferring traffic crash reports from the county police departments to HDOT's Traffic Safety Branch, for entry into the Traffic Accident Reporting System (TARS).

Unfortunately, there were some delays and issues with individual counties' Records Management Systems (RMS), with most of them moving towards new systems. While waiting for the rebuilds, the police departments had no choice but to delay implementation of electronic transfer of MVAR data. However, even with these unforeseen challenges, the police departments and HDOT were able to find alternative solutions.

HDOT used in-house staff to create a secure File Transfer Protocol (FTP) site for direct transfer of scanned copies of MVARs from the police to HDOT. The Kauai Police Department (KPD) piloted the project, and after seeing great success, the Maui Police Department (MPD) joined in this electronic transfer. The Hawaii County Police Department (HCPD), which had been manually scanning MVARs onto CDs and delivering the discs to HDOT, and the Honolulu Police Department (HPD) decided to move in this direction and anticipate implementing FTP transfers during the next FFY. This new process has reduced the time it takes for HDOT to receive reports, as well as cut down on unnecessary paperwork and travel for those couriering reports.

## Crash Reporting System Upgrade

Throughout FFY 2015, HDOT's Traffic Safety Branch and the Highways Division IT Manager have been working with a contracted consultant, JDI Consulting, to develop a Request for Proposal (RFP) for a new crash reporting system. Among other tasks, this consultant worked with HDOT and the county police departments through weekly phone calls, in-person site visits, e-mail correspondence and webinars to determine needs and wants for the new system. In addition, JDI Consulting completed the preliminary process review (including roadway inventory, data dictionary, analysis of XML data from the police departments) and resolved technical details. By the end of FFY



2015, JDI Consulting and HDOT completed a draft RFP that will be reviewed and used in the development of the new crash system.

## Electronic Citations

Although there was initial momentum in creating a comprehensive electronic citation system, the HTRCC encountered procurement issues that stalled the project. The HTRCC worked to resolve this and find alternative solutions. In the meantime, HTRCC members continued to research potential systems and vendors.

## Traffic Records Forum

Representatives from the four county police departments, the County of Maui's Department of the Prosecuting Attorney and the Hawaii State Department of Health (DOH) attended the 40th International Forum on Traffic Records and Highway Information Systems in St. Louis, Missouri. As a result, Hawaii's agencies learned about the successes and challenges other states faced in their traffic records systems, and they connected with consultants and other states' agency representatives who may assist our counties and state in future projects, such as e-citations, database linkage and GPS coding. Attendees were also introduced to available safety crash analysis tools, effective uses for crash data and other new technologies.

## HEMSIS

DOH continued to make improvements and upgrades to its Injury Surveillance System, HEMSIS, through key project activities. The HEMSIS User Conference, held on Maui from December 2-5, 2014, provided 150 first responders, HEMSIS users and DOH representatives with valuable training on the field provider software (TripTix 4) and data repository reporting engine (CDX), as well as informed attendees of data collection issues and solutions, and updates on national activities. During the conference, HEMSIS

software vendor Intermedix also demonstrated the NEMESIS 3.0-compliant electronic patient care reporting system. In addition, clinical presentations provided attendees with a better understanding of the importance of advanced recognition and notifications of scene and patient conditions from first responders to emergency department physicians to assure better patient outcome.

In conjunction with and to supplement the HEMESIS User Conference, semi-monthly HEMESIS Data and Injury Records Committee meetings were conducted throughout the year. During these teleconference meetings, the committee discussed recurrent data quality issues; national data elements requirements updates; and national EMS information system developments and trends.

Efforts to improve data collection also included DOH's expansion of its Computer-Aided Dispatch (CAD) project to Kauai County with installation of Mobile Access Point hardware and TripTix 4 software in ambulances, and 90 percent completion of the CAD-to-HEMESIS interface.

Improved data collection yielded better data, which proved to be useful in various initiatives around the state:

- With partnership from the Office of Planning, DOH uploaded HEMESIS crash data from 2007 through July 2015 to the online Geographic Information System (GIS) map, which includes crash counts and the ability to separate year from mode of transportation.
- The SHSP made use of HEMESIS data to help determine SHSP priority strategies.
- State and county traffic safety planning efforts utilized information from previous linkage of HEMESIS data, MVARs, inpatient records and hospital emergency department abstracts.

Unfortunately, DOH was unable to link EMS data, inpatient records and hospital emergency department abstracts during this FFY due to changes to the Health Insurance Portability and Accountability Act (HIPAA) requirements. The Hawaii Health Information Corporation's (HHIC) legal counsel and the State Deputy Attorney General are still reviewing a formal agreement between DOH and HHIC.

## Fatality Analysis Reporting System

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

## Equipment & Training

To improve upon timeliness, completeness and accuracy of crash data, the county police departments made the following purchases and provided these trainings:

- MPD purchased three computer monitors for use with desktop computers purchased in FFY 2014. The monitors were not purchased in FFY 2014 because the budget only allowed for purchase of 11 computers and eight monitors, leaving three computers without monitors. The computers are used to input crash data and to properly work with an upgraded, diagramming software. The department's previous computers were underpowered, outdated and not compatible with the new software.
- MPD also purchased a proprietary encryption lock from Intergraph Corporation, the vendor that developed and manages the department's RMS. The proprietary encryption lock was necessary to export electronic diagrams associated with crash reports from MPD to HDOT.
- MPD provided ACTAR Certified Training on the MapScenes software and updates with the Robotic Total Station to officers transferring into the Traffic Section. Nine officers successfully completed the

training, and, as a result, will be able to conduct complex fatal and near-fatal crash investigations, and produce more comprehensive and complete reports that accompany the MVAR.

- HPD purchased a Leica ScanStation forensic mapping unit for use in traffic crash investigations and reconstruction. Training on this equipment was provided to the department's Vehicular Homicide Section and other key personnel.
- KPD purchased two prism targets for its Leica ScanStation. The targets, which enable the ScanStation to define its fixed point, supplemented the two the department already owned. When the instrument is moved to different locations at a scene, additional target references give a more accurate reading.

## Judiciary Citation Software & Driver Licensing Agencies Bar Coding Projects

Funds were allocated for the purchase of software needed to interface between the police departments' e-citation information systems and the Judiciary Information Management System, as well as to purchase special bar coding software and printers for the four county driver licensing agencies to use on motor vehicle registration forms to auto-populate e-citations and electronic MVARs. These projects were placed on hold while the HTRCC considered which hardware and software would be best to use for the state's e-citation system.





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