

CHUNKY

SAFETY

ADULT

REPORT

HAWAII STATE DEPARTMENT OF TRANSPORTATION
FEDERAL FISCAL YEAR 2012



A MESSAGE FROM THE GOVERNOR'S HIGHWAY SAFETY REPRESENTATIVE

Aloha,

The Hawaii Department of Transportation (HDOT) is pleased to report that during calendar year 2011, the number of motor vehicle fatalities dropped to 100, down from an annual average of 135 vehicle deaths. This was an important milestone. We achieved this ahead of schedule as Hawaii's Strategic Highway Safety Plan's goal was to lower the number of vehicle fatalities to 100 or fewer within five years (2007-2012).

However, even one traffic-related death is too many. Although we have made progress in striving towards the national goal of Zero Deaths, there's still a long way to go. We continue to identify needs and allocate funds for effective programs in both enforcement and education, increase awareness of traffic safety issues, and reinforce safe behaviors among Hawaii's roadway users. This past year, we initiated or continued programs to help the public understand that the majority of fatalities can be prevented if everyone obeys traffic laws, vehicle occupants use seat belts/child safety seats, and no one drives while under the influence of drugs or alcohol.

Traffic safety continues to be a top priority for the HDOT and we remain committed to implementing projects that support national highway safety priorities. Throughout the upcoming federal fiscal year, Hawaii will continue to participate in national mobilization efforts such as occupant protection and impaired driving countermeasures. Additionally, Hawaii's four county police departments will continue to enforce statutes addressing impaired driving, occupant protection, distracted driving, pedestrian safety, and driving in excess of posted speed limits.

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Impaired Driving Countermeasures

To combat the high number of impaired driving-related deaths, the HDOT, along with the county police departments, continued the "52/12" enforcement program with at least one sobriety checkpoint every week during the 12-month Federal Fiscal Year (FFY). In addition, there was a stronger emphasis on enforcement during national impaired driving campaigns in FFY 2012.

Along with enforcement efforts, the HDOT will begin airing a paid television and radio media campaign with the national slogan of "Drive Sober or Get Pulled Over" during the FFY 2013 grant period. The goal is to raise awareness of the program and to discourage impaired driving.

The HDOT's Highway Safety Section recently assumed the coordination of the statewide Drug Recognition Expert (DRE) and Standardized Field Sobriety Test programs. We are in the process of rebuilding the programs to en-

sure there are certified DREs in every county, and that each DRE receives updated training. Currently, there are 32 certified DREs and DRE instructors in Hawaii. Additionally, Hawaii held its first Advanced Roadside Impaired Driving Enforcement (ARIDE) trainings in the state, with two on Oahu, and one each on Maui, Hawaii and Kauai. Statewide, 78 officers passed the training, and six county prosecutors attended these trainings.

Occupant Protection

Many of Hawaii's nighttime fatalities are the result of not using seat belts. To address this issue of low seat belt usage at night, all four counties participated in nighttime enforcement of Hawaii's occupant restraint laws during the Click It or Ticket (CIOT) campaign in May 2012. This enforcement initiative serves as a reminder to drivers to always buckle up and is designed to help reduce the number of fatalities and injuries.

In addition to the CIOT campaign, we are also working to increase compliance with Hawaii's seat belt law year round. The HDOT hired a media consultant to create a year-round campaign to remind the public that police are enforcing the law at night and throughout the year. The HDOT launched the revamped campaign this past May with ongoing earned and paid media activities throughout the year to reinforce this important message.

Distractions Driving

All four county police departments continued to enforce ordinances prohibiting the use of handheld electronic devices while driving. During the FFY 2012 grant period, the police departments received grants to conduct enforcement of these ordinances, which resulted in 4,745 citations.

Motorcycle & Moped Safety

Hawaii continued to experience a high number of motorcycle and moped fatalities. In an effort to reduce the number of motorcycle fatalities, the HDOT partnered with the University of Hawaii to expand the motorcycle rider training course program to Kauai and Maui counties during the FFY 2012 grant period. We plan to expand the program to Hawaii County in the upcoming year.

Pedestrian Safety

Walk Wise Hawaii continued to be an important part of our efforts to reduce pedestrian fatalities and injuries. We reenergized the program by expanding components that worked well and incorporating new ideas such as our partnerships with McDonald's Restaurants of Hawaii and Farmers Insurance Hawaii.

Traffic Records

After our Traffic Records Assessment in September 2011, the Hawaii Traffic Records Coordinating Committee (HTRCC) began to implement recommendations made by the Assessment expert panel. One of those recommendations was the electronic and timely transfer of crash data from the county police departments to the HDOT's Traffic Accident Reporting System (TARS). With this being a top priority, the HTRCC is prepared to launch a pilot system that will automatically upload the Maui Police Department's crash records to a repository on a regular basis. These records will then be converted into a readable format, and transferred to the HDOT.

All four county police departments see the value of having an electronic Motor Vehicle Accident Report (MVAR) form. Maui, Kauai and Hawaii counties are already using electronic MVARs, while the Honolulu Police De-

partment is working with a vendor to revamp its Records Management System and implement an electronic form.

Other key HTRCC initiatives that have greatly enhanced the types of data available to traffic safety partners include the Hawaii Department of Health's linkage of MVAR data, emergency medical services reports and emergency room in-patient records. The HDOT has also continued support of Hawaii Emergency Medical Services Information System improvements and the creation of an Ignition Interlock database within the Administrative Driver's License Revocation Office.

Strategic Highway Safety Plan

Hawaii's Strategic Highway Safety Plan, which was compiled by various health and traffic safety experts from across the state and approved by the Governor in 2007, continues to be the major blueprint for future highway safety planning. As the five-year plan enters its fifth year, we are reviewing and updating the plan for the next five years.

As always, we remain committed to ensuring that Hawaii's roadway users arrive at their destinations safely, in all modes of transportation. The HDOT will continually reevaluate our processes and projects to maximize outcomes and ensure that we are moving towards our ultimate goal of saving lives.

Very truly yours,



GLENN M. OKIMOTO, Ph.D.

*Director of Transportation
Governor's Highway Safety Representative*

CORE PERFORMANCE MEASURES

Hawaii Report Card

Core Activity Measures

A-1 Seat Belt Citations Issued During Grant-Funded Enforcement Activities

2008	2009	2010	2011	2012
6,584	8,322	6,219	6,219	7,441

A-2 Impaired Driving Arrests Made During Grant-Funded Enforcement Activities

2008	2009	2010	2011	2012
298	377	349	538	461

A-3 Speeding Citations Issued During Grant-Funded Enforcement Activities

2008	2009	2010	2011	2012
6,187	7,304	9,564	10,306	10,514

Core Behavior Measures

B-1 Observed Seat Belt Use For Passenger Vehicles, Front Seat Outboard Occupants

Goal: Maintain a 97 percent seat belt usage rate.

Result: Hawaii's 2012 Summer Seat Belt Survey showed that Hawaii's seat belt usage rate decreased to 93 percent.

2008	2009	2010	2011	2012
97%	97.9%	97.6%	96.03%	93%

Core Outcome Measures

C-1 Traffic Fatalities (FARS)

Goal: To decrease traffic fatalities by 10 percent, from the 2005-2009 base average of 131 to 118.

Result: During calendar year 2011, there was a total of 100 traffic fatalities.

C-2 Total Serious Injuries (TARS)

Goal: To decrease serious traffic injuries by 5 percent, from the 2004-2008 calendar base year average of 402 to 362.

Result: During calendar year 2009, there were 321 serious traffic injuries.

C-3 Total Fatalities/VMT

Goal:

1. Decrease the number of fatalities/VMT from the 2005-2009 base average of 1.35 to 1.25.
2. Decrease the urban fatalities/VMT rate from .74 to .64.
3. Decrease the rural fatalities/VMT rate from .61 to .51.

Result:

1. Fatality/VMT rate was .94.
2. Urban fatalities/VMT rate as .54.
3. Rural fatalities/VMT rate was .39.

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

Goal: To reduce unrestrained passenger vehicle occupant fatalities in all seating positions by 10 percent from the 2005-2009 calendar base year average of 29 to 26.

Result: In 2011, there was a total of 14 unrestrained motor vehicle fatalities. There were 10 fatalities in which restraint use was unknown.

C-5 Alcohol-Impaired Driving Fatalities

Goal: Reduce the number of drivers or motorcycle operators with a blood alcohol concentration of .08 g/dL or higher by 10 percent from the 2005-2009 calendar base year average of 50 to 45.

Result: There was a total of 36 drivers and motorcycle operators with a blood alcohol concentration of .08 g/dL or higher in 2011.

C-6 Number of Speeding-Related Fatalities

Goal: Decrease the number of speeding-related fatalities by 10 percent, from the 2005-2009 calendar base year average of 55 to 50.

Result: During calendar year 2011, there were 43 speed-involved fatal crashes that resulted in 45 fatalities.

C-7 Motorcycle & Moped Fatalities

Goal: Reduce the number of motorcycle/moped fatalities by 10 percent, from the 2005-2009 calendar base year rate of 30 to 27.

Result: During calendar year 2011, there were 32 motorcycle/moped fatalities.

C-8 Number of Unhelmeted Motorcyclist Fatalities

Goal: Reduce the number of unhelmeted motorcyclist fatalities by 10 percent from the 2005-2009 calendar base year average of 17 to 15.

Result: During calendar year 2011, 16 of the 23 motorcyclist fatalities were not wearing helmets.

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 2005-2009 calendar base year average of 20 to 18.

Result: There were 12 drivers, age 20 or younger, involved in fatal crashes. This included one ATV operator.

C-10 Number of Pedestrian Fatalities

Goal: Reduce the number of pedestrian fatalities from the 2005-2009 calendar base year average of 27 to 24.

Result: During calendar year 2011, there were 23 pedestrian fatalities statewide.



ATTITUDINAL SURVEY RESULTS

September 2012

Seat Belt Use

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

- 89%** Always
- 6%** Most of the time
- 3%** Rarely
- 1%** Half of the time
- 1%** Never

B-2 In the past 30 to 60 days, have you read, seen or heard anything about seat belt enforcement by the police?

- 75%** No
- 25%** Yes

B-3 What do you think the chances are of getting a ticket if you don't wear seat belts?

- 28%** Half of the time
- 25%** Rarely
- 23%** Always
- 17%** Most of the time
- 7%** Never



Speeding

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

- 35%** Rarely
- 28%** Most of the time
- 15%** Never
- 12%** Half of the time
- 10%** Always

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

- 50%** Never
- 18%** Rarely
- 18%** Half of the time
- 10%** Most of the time
- 4%** Always

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

- 65%** No
- 35%** Yes

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

- 35%** Rarely
- 25%** Half of the time
- 20%** Most of the time
- 15%** Never
- 5%** Always

Impaired Driving

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

- 61%** Did not drive 2 hours after consuming an alcoholic beverage.
- 27%** Have driven after consuming alcohol more than 3 times in the 30- to 60-day time frame.
- 9%** Had at least 1 to 2 times in the last 30 to 60 days.

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

- 55%** Yes
- 45%** No

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

- 38%** Most of the time
- 33%** Half of the time
- 20%** Always
- 5%** Rarely
- 4%** Never

Additional Questions

1. Did you know that motor vehicle passengers under the age of 18 are required to wear seat belts in the back seat?

85% Yes
15% No

2. Have you heard of the "Click It or Ticket" campaign?

95% Yes
5% No

3. Have you heard of the "Drunk Driving. Over The Limit. Under Arrest." media campaign?

69% Yes
31% No

4. Did you know that children under the age of 8 need to be in a child safety seat?

95% Yes
5% No

5. In the past 30 to 60 days, have you jaywalked?

65% No
35% Yes

Annual Evaluation Report Summary

	2008	2009	2010	2011
Population	1,287,481	1,295,178	1,360,301	1,374,810
Vehicle Miles Traveled (Millions) - VMT	10,189.1	10,095.2	10,111.0	10,653.9
Traffic Fatalities	107	109	113	100
Traffic Fatalities & Serious Injuries	437	430	N/A	N/A
VMT Fatality Rate	1.05	1.08	1.12	.94
VMT Fatality & Serious Injury Rate			N/A	N/A
Population Fatality Rate (100,000)	8.31	8.42	8.31	7.27
Registered Vehicle Fatality Rate	9.49	9.75	10.09	8.47
Population Fatality & Serious Injury Rate (100,000)	507.1	N/A	N/A	N/A
Alcohol-Involved Fatalities	47	59	46	54
VMT Alcohol Fatality Rate	.46	.58	.45	.51
Population Alcohol Fatality Rate (100,000)	3.6	4.6	3.4	3.9
Percent Population Using Seat Belts	97%	97.9%	97.6%	96%
Percent Fatal Vehicle Occupants Unbelted	50.8%	54.6%	64.2%	35%

6. Did you know child safety resources are available for free?

65% No
35% Yes

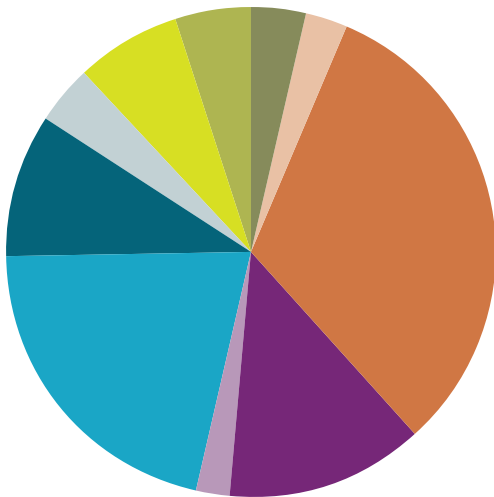
7. Have you heard of Hawaii's Ignition Interlock law?

52% Yes
48% No

FEDERAL AID REIMBURSEMENT

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
NHTSA					
NHTSA 402					
Planning and Administration	\$175,133.31	\$0.00	\$265,827.64	\$132,913.82	\$120,382.58
Alcohol	\$515,041.82	\$0.00	\$121,757.41	\$97,405.92	\$74,273.01
Emergency Medical Services	\$183,328.44	\$67,524.73	\$84,405.92	\$67,524.73	\$67,524.73
Motorcycle Safety	\$184,419.86	\$0.00	\$27,250.78	\$21,800.62	\$21,800.62
Occupant Protection	\$1,206,408.84	\$173,863.20	\$504,404.74	\$403,523.76	\$402,897.09
Pedestrian/Bicycle Safety	\$468,335.31	\$134,650.57	\$298,204.89	\$238,563.89	\$238,317.61
Police Traffic Services	\$267,343.23	\$95,595.82	\$119,494.78	\$95,595.82	\$95,595.82
Traffic Records	\$182,868.78	\$81.99	\$10,928.54	\$8,742.83	\$7,511.46
Speed Control	\$484,234.56	\$367,604.06	\$462,816.36	\$370,253.05	\$369,121.87
Distracted Driving	\$306,096.66	\$208,273.51	\$260,341.90	\$208,273.51	\$208,273.51
NHTSA 402 TOTAL	\$3,973,210.81	\$1,047,593.88	\$2,155,432.96	\$1,644,597.95	\$1,605,698.30
405 OP SAFETEA-LU TOTAL	\$322,466.55	\$255,151.83	\$1,020,607.32	\$255,151.83	\$255,151.83
406 SAFETY BELTS INCENTIVE TOTAL	\$6,493.92	\$6,493.92	\$25,975.68	\$6,493.92	\$6,493.92
408 DATA PROGRAM SAFETEA-LU TOTAL	\$2,316,520.97	\$48,755.47	\$330,074.28	\$264,059.40	\$257,176.34
410 ALCOHOL SAFETEA-LU TOTAL	\$3,173,177.60	\$987,544.44	\$2,411,283.64	\$1,205,641.82	\$1,196,703.91
410 HIGH FATALITY RATE TOTAL	\$31,784.51	\$0.00	\$63,569.02	\$31,784.51	\$31,784.51
2010 MOTORCYCLE SAFETY INCENTIVE TOTAL	\$446,341.15	\$0.00	\$112,685.93	\$112,685.93	\$99,462.18
2011 CHILD SEATS INCENTIVE TOTAL	\$182,173.78	\$109,259.36	\$187,097.19	\$109,259.36	\$109,259.36
NHTSA TOTAL	\$10,452,169.29	\$2,454,798.90	\$6,306,726.02	\$3,629,674.72	\$3,561,730.35
GRAND TOTAL	\$10,452,169.29	\$2,454,798.90	\$6,306,726.02	\$3,629,674.72	\$3,561,730.35

Hawaii Highway Safety Plan - Federal Fiscal Year 2012 Funding



Project Title	Cost	Project Title	Cost
Program Administration	\$189,000.00	Occupant Protection	\$1,058,790.00
Police Traffic Services	\$141,700.00	Speed Control	\$462,284.00
Impaired Driving	\$1,575,548.96	Motorcycle/Moped	\$192,509.43
Traffic Records	\$658,375.50	Pedestrian/Bicycle Safety	\$342,885.94
Emergency Medical Services	\$101,079.36	Distracted Driving	\$246,724.40
NHTSA TOTAL		\$4,968,897.59	

PROGRAM ADMINISTRATION

Using Federal Grants To Support Local Traffic Safety Efforts

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

Fiscal Coordinator

The Fiscal Coordinator continued to provide much needed fiscal support for the Highway Safety Section staff. In addition to overseeing the NHTSA sub-grantee reimbursement process, the coordinator assisted with other grant-related duties such as general correspondence, maintaining the database/files of sub-grantees and ensuring compliance with Hawaii State procedures.



IMPAIRED DRIVING

Deterring Impaired Drivers

Police Initiatives

The four county police departments continued their overtime enforcement efforts by participating in the national impaired driving immobilizations using the National Highway Traffic Safety Administration's (NHTSA) "Drunk Driving. Over the Limit. Under Arrest." slogan. In addition, the county police departments continued its 52/12 campaign, in which each county conducts a minimum of 52 sobriety checkpoints throughout the federal fiscal year, with additional checkpoints during major holidays. Altogether, the four counties organized almost 600 checkpoints statewide that resulted in more than 450 arrests. To alert the public of their year-round enforcement and educate the communities on the dangers of impaired driving, each police department issued news releases and public service announcements, or conducted a media event each quarter. The Hawaii Department of Transportation (HDOT) further supported the overtime enforcement with a paid television and radio media campaign discouraging drivers from driving drunk.

Drug Recognition Expert Activities

The HDOT is proud of its achievements in re-energizing and strengthening the Drug Recognition Expert (DRE) program in Hawaii. The calendar year started with DREs in just three agencies in three counties, and now the HDOT has 32 DREs in five agencies in four counties. We attribute this to increased training, strong support from the law enforcement agencies, and greater communication and collaboration among all affected stakeholders.

In February, Chuck Hayes, International Association of Chiefs of Police (IACP) DRE Coordinator for Regional Programs, traveled to Hawaii and provided two Train-the-Trainer sessions for certified DRE instructors: Advanced Roadside Impaired Driving Enforcement (ARIDE) and Drug Impairment Training for Educational Professionals. Armed with that training, the instructors were then able to hold Hawaii's first-ever ARIDE classes – two on Oahu and one each on Maui, Kauai and Hawaii. Statewide, 78 law enforcement officers passed and six county prosecutors attended the trainings.

Additional DRE trainings during the year included a DRE Instructor Class, followed by a nine-day combined Pre-School and DRE School. Twenty officers from the Honolulu Police Department (HPD), two officers from the Maui Police Department (MPD), two officers from the Kauai Police Department (KPD), four officers from the Hawaii County Police Department (HCPD), and two officers from the Sheriff's Division attended the trainings, hosted by the HPD at the police academy on Oahu. As a result of the Instructor Class and DRE School, four DREs were certified as instructors and 27 students successfully passed their final examinations. They are now in the process of completing their certification requirements. To date, six officers from that class are now certified DREs.

Hawaii's police departments have increased the presence of DREs at sobriety checkpoints and during the national crackdown periods. During the 2012 Labor Day Crackdown, DRE activities at 13 sobriety checkpoints and seven saturation patrols resulted in 75 DUI

arrests, five DUI-drug arrests, 34 drug influence evaluations and 18 drug arrests. There has also been greater use of DREs in traffic investigations, as well as for cases outside of the Traffic Divisions, such as in homicide investigations.

Throughout the year, the Highway Safety Section maintained constant communication with the DREs through each law enforcement agency's agency coordinator. In addition, representatives from county, state, federal and private organizations were included in e-mail correspondence and distribution of DRE and drug-related updates. These same representatives also continue to meet quarterly to discuss DRE issues and trainings during the Traffic Commanders meetings.

Grant funds were also used to send representatives from HPD, KPD, HCPD, MPD and HDOT to the 18th Annual Training Conference on Drugs, Alcohol and Impaired Driving in Seattle, Washington, in August.



Honolulu DWI Court

The Judiciary established a DWI Court Team comprised of 11 team members who contributed their individual expertise and skills to the DWI Court Program. Ten of the team members attended a National Center for DWI Courts Training in California to gain the requisite knowledge base and necessary components to effectively plan and implement a local DWI court.

At the training, the DWI Court Team began preliminary work on key components to our DWI Court Program and upon their return, the team developed strategies for implementation and refined the target population. The DWI Court Team continued to work together throughout the year, holding monthly meetings and participating in various cross-training opportunities. Through effective collaboration, they have been able to establish a pilot DWI Court Program in Honolulu.

Judicial Training

The Judiciary's grant provided for two District Court judges to attend the National Judicial College's "Drugged Driving Essentials for the Judiciary" training. The course included impaired driving-related topics such as Scope of the Drugged Driving Problem, Disturbing Drug Trends and Promising Practices/DWI Court. As a result, the two judges were better equipped to adjudicate and manage issues associated with impaired driving. In addition, upon their return, they shared the techniques and knowledge they learned with their colleagues through a presentation at a statewide meeting.

Kauai Prosecutors Office

The Kauai County Office of the Prosecuting Attorney used grant funds to gain knowledge and enhance their prosecutorial skills by sending representatives to the Lifesavers Conference, and traffic crimes investigation and prosecution training courses. In addition, allowing their deputy prosecutors to attend the quarterly Traffic Commanders meetings keeps their office abreast of traffic safety issues and developments of statewide concern.

Traffic Safety Resource Prosecutor

The Hawaii County Office of the Prosecuting Attorney (OPA) was given funds to provide statewide trainings in traffic safety issues, enhance understanding of new laws, improve communication, lay the ground work to start a DUI/OVUII court, and to continue assisting in a statewide Traffic Safety Resource Prosecutor (TSRP) capacity. As a TSRP, OPA conducted Investigating and Prosecuting the Impaired Driver Statewide Training, as well as the Developing Impaired Driver Prosecution Training, for prosecutors and police statewide.

In addition to providing trainings, deputy prosecutors attended the TSRP and Lifesavers Conferences, HDOT's ARIDE Train-the-Trainer, and the HCPD's ARIDE Training. By attending the ARIDE trainings, the TSRP and deputy prosecutors gained a better understanding of how the DRE program works and how to more effectively prosecute drug-impaired driving cases. At the statewide meetings for deputy prosecutors that are held during the quarterly Traffic Commanders Meetings, prosecutors plan for upcoming trainings, as well as share updates.

Law Enforcement Liaison

The HDOT continued to fund a Traffic Safety/NHTSA Law Enforcement Liaison position. The Traffic Safety/LEL monitored Hawaii's Ignition Interlock Program, coordinated the (Ignition Interlock) Users Meetings, and assisted with legislation related to impaired driving. The Traffic Safety/LEL also attended various conferences to obtain updated information on the Ignition Interlock Program and other impaired driving issues.

HDOT Traffic Branch

Funds were obligated to the HDOT's Traffic Branch to coordinate six statewide traffic safety meetings held on Oahu, and to pay for meeting facilities and airfare for committee members from the neighbor islands. The goal of the project was to reduce the number of traffic-related deaths, as well as the severity of injuries on Hawaii's roadways. In addition, funds were used for a representative to attend the 2012 Lifesavers Conference to keep abreast of recent changes, findings, and interpretations concerning traffic safety.

Other Alcohol Countermeasures

Two attitudinal surveys were conducted during the federal fiscal year that included questions about such traffic safety issues as Impaired Driving, Seat Belt Use and Speeding.

OCCUPANT PROTECTION

Reinforcing Seat Belt Use Throughout the Year

During the FFY 2012 grant period, the Hawaii Department of Transportation (HDOT) and its partners sought to reduce the number of unrestrained fatalities while increasing compliance with Hawaii's seat belt law. Our 2011 statistics showed a decrease, from 64.2% to 35%, in the number of unrestrained motor vehicle fatalities. Unfortunately, Hawaii's post 2012 Click It or Ticket (CIOT) seat belt observational survey showed that our usage rate decreased slightly from 96 percent to 93 percent; although these results are not what we had hoped for, we are proud that our State is still able to maintain a high usage rate.

The Highway Safety Section believes that even though seat belt usage rates are high during the CIOT period, the general public may feel that they don't need to buckle up the rest of the year. Anecdotally, the HDOT has heard from the county police departments that mo-

torists being cited for seat belt violations often remark that they shouldn't be receiving tickets because it isn't CIOT week. To combat this misconception and to increase nighttime belt usage, the HDOT issued a grant to The Limtiaco Company to create a year-round campaign informing the public that police are enforcing the law throughout the year and at night. The revamped campaign began this past May, and recurring earned and paid media activities have been scheduled throughout the year to reinforce the message. The Limtiaco Company was also tasked with developing and implementing a media plan to raise awareness of child passenger safety (CPS); increase compliance with Hawaii's child restraint law and correct usage of child safety seats; and promote resources available to parents and caregivers such as community car seat checks and fitting stations.



Law Enforcement Activities

Throughout the year, all four county police departments enforced Hawaii's seat belt and child restraint laws, and worked diligently to support the national occupant protection mobilizations. Each county also stepped up its nighttime seat belt enforcement, including the use of nontraditional and innovative techniques. A total of 7,441 seat belt and 624 child restraint citations were issued during the grant period.

Along with enforcement efforts, the Hawaii County Police Department again used its highly successful CIOT basketball tournaments to proactively educate elementary, intermediate and high school students and their families about seat belts and child restraints. During the grant period, there were four tournaments, 372 participants and 3,000 spectators. Additionally, the tournaments generated substantial earned media coverage, which further promoted the CIOT message.



CHILD PASSENGER SAFETY

Ensuring the Safety of Our Keiki

Hawaii's keiki (children) are vitally important in our island culture. As such, child passenger safety (CPS) remains a priority to ensure our children are protected. Bringing this important issue to the forefront, Hawaii's Governor Neil Abercrombie issued a proclamation in September during National Child Passenger Safety Week in recognition and support of CPS and all the tireless work that our police departments, child safety advocates, partners and volunteers do in this area of traffic safety.

As a result of these efforts, residents of all four counties had access to community car seat checks and/or fitting stations. These regularly scheduled car seat checks and fitting stations, along with educational presentations, were coordinated and maintained by grant-funded CPS programs in each county.

Community Programs

Grants were issued to the non-profit organizations Keiki Injury Prevention Coalition (Oahu) and the Hawaii Alliance for Youth (Hawaii County), along with the Kauai Police Department and the Maui Police Department to oversee and implement these essential CPS efforts and training in their respective counties.

Statewide, a total of seven CPS technician classes were held using the National Highway Traffic Safety Administration 4-Day Standardized Curriculum. Attendees included police officers, emergency medical services personnel, nurses, firefighters and members of the military. As a result of the trainings, Hawaii now has 78 new CPS technicians statewide.

Child Safety Seat Statistics (Oct. 1, 2011 - Sept. 30, 2012)

	Hawaii	Maui	Kauai	Oahu	Total
4-Day Classes	2	1	1	3	7
Trained	18	10	9	41	78
Types of Participants	EMS, Fire, Police, Nurses, Community	Police, Nurses	EMS, Fire, Police, Nurses, Community	Judiciary, Police, Military, HDOT, Nurses, Health Center Staff	----
Fitting Stations	4	4	2	8	18
No. Checked at Fitting Stations	147	56	7	1,436	1,646
Community Car Seat Checks	6	13	8	17	44
Number of Seats Checked	107	209	172	416	904

Law Enforcement Initiatives

All four county police departments continued to enforce Hawaii's child restraint law. They conducted overtime enforcement of the law, set up roadblocks to check for child safety seat violations, and assisted with child restraint seat inspections and installations at community car seat checks. Their vigilance resulted in 624 child restraint citations using grant funds and 1,231 using county funds. The departments also worked with the Hawaii Department of Education to conduct regular education and enforcement initiatives during drop-off and pick-up periods at public schools statewide.

HDOT Efforts

The HDOT coordinated a statewide technician update with nationally recognized instructor Joseph Collela. More than 70 technicians and instructors attended the two-day training to hear national updates and to share successes and challenges in each of their counties.

DISTRACTED DRIVING

Counties Curb Use of Handheld Devices While Driving

Currently, Hawaii does not have an overall state law prohibiting the use of handheld electronic mobile devices while driving. However, all four counties in the state have enacted county ordinances that make it a violation to use a cell phone, MP3 player, gaming devices and other handheld electronic mobile devices while driving. Hawaii will continue to pursue a state law in the 2013 legislative session.

During the FFY 2012 grant period, all four county police departments were issued grants to conduct overtime enforcement of their electronic mobile device ordinances. These resulted in a total of 4,745 grant-funded and 16,160 county-funded citations.



Distracted Driving Statistics (Oct. 1, 2011 - Sept. 30, 2012)

	Oahu	Hawaii	Maui	Kauai	Total
Grant-Funded Citations	3,386	493	556	310	4,745
County-Funded Citations	12,748	1,859	949	604	16,160

POLICE TRAFFIC SERVICES

Improved Traffic Investigation Techniques Enhance Efficiency

The goal of the Police Traffic Services grants is to ensure that traffic investigators are trained in basic, advanced and other traffic-related investigative courses. In addition to improving traffic investigative techniques, these trainings help reduce the amount of time it takes to complete motor vehicle crash investigations.

Representatives from the Honolulu, Maui and Hawaii County police departments, as well as military investigators, attended three Institute of Police Technology and Management (IPTM) courses in Honolulu, hosted by the Honolulu Police Department (HPD).

As new technological advances become available, it has been critical to invest in training county police officers to broaden their capabilities in traffic-related investigations and to enhance the overall efficiency and timeliness in motor vehicle crash investigations.



The classes offered were: "Investigation of Motorcycle Crashes," "Pedestrian/Bicycle Crash Investigation," and "Traffic Crash Reconstruction." HPD officers also completed the IPTM online At-Scene Traffic Crash/Traffic Homicide course.

Also during the grant period, the Maui Police Department (MPD) conducted a Laser Technology Inc. laser speed detection training, which resulted in the certification of nine new instructors. In addition, grant funds were used to send representatives from MPD to the ARC-CSI conference, a Crash Data Recorder Train-the-Trainer Course and a Crash Data Recorder Analyst course, as well as to update their Crash Data Recorder hardware.



PEDESTRIAN & BICYCLE SAFETY

Community Outreach & Education Designed To Protect Pedestrians & Bicyclists

Hawaii's beautiful year-round weather makes walking and biking attractive options for travel, especially on the most populated island of Oahu. An increased number of walkers and bicyclists, combined with heavy vehicle traffic, however, can lead to tragic consequences. To prevent this, the Hawaii Department of Transportation (HDOT) and our partners continue to seek new ways to protect Hawaii's vulnerable roadway users.

The Honolulu Police Department

More than 80 percent of Hawaii's population resides on Oahu. Proportionately, the bulk of the pedestrian fatalities occur in this county. To combat this problem, the Honolulu Police Department (HPD) has been conducting pedestrian decoy enforcement operations. As part of their operations, HPD looked for and cited both drivers and pedestrians who violated the law. Using grant funds, HPD issued 1,652 pedestrian citations and 926 other citations that included using handheld mobile electronic devices while driving.

In addition to enforcement, HPD has been educating the public through various means such as conducting 50 informational presentations and community outreach sessions to 5,900 drivers and pedestrians, reminding them about the law and reinforcing safe driving and walking habits. Also, about 1,000 people participated in HPD's sign waving events to raise awareness about pedestrian safety during the grant period.

Walk Wise Hawaii

The HDOT contracted The Limtiaco Company to continue their Walk Wise Hawaii (WWH) initiatives to increase awareness of pedestrian safety through community events, presentations and media events.

One of the main components of the WWH program is the Speakers Bureau, which continued to reach out to the general public, particularly senior citizens. During the grant period, volunteer speakers conducted 36 presentations, which were attended by 3,500 people.

Creating media events and finding media opportunities to promote pedestrian safety were other components of the program. WWH re-

ceived more than 1.6 million media impressions in print, television and radio during the grant period.

Strong partnerships with public and private organizations enabled the WWH program to expand and thrive. The partners during the grant period included the four county police departments, AAA Hawaii, AARP Hawaii, Farmers Insurance Hawaii, Kamaaina Kids (child care provider), Longs Drugs and McDonald's Restaurants of Hawaii. Government partners such as the Federal Highway Administration, the City & County of Honolulu's Department of Transportation Services (DTS) and the Hawaii State Departments of Health and Education provided manpower and other resources to enhance pedestrian safety.



The highlight of the program continued to be Pedestrian Safety Month. Governor Neil Abercrombie launched the third annual campaign by proclaiming that the entire month of August would be dedicated to pedestrian safety awareness. A variety of pedestrian safety events were held statewide throughout the month, including sign waving events, presentations, pedestrian decoy operations and a poster contest for elementary school students. The top two posters, along with pedestrian safety tips, were printed on tray liners used at all McDonald's Restaurants of Hawaii locations throughout August.

*City & County of Honolulu's
Department of Transportation
Services*

The DTS continued their efforts to prevent pedestrian fatalities by partnering with WWH and other local programs and using grant funds to create a new public service announcement regarding pedestrian safety.

DTS launched the grant period with a "Be Safe Be Seen" Halloween safety news conference with the Mayor of the City & County of Honolulu. The campaign reminded young children and their parents to be careful while trick-or-treating. Retro-reflective stickers and pedestrian safety flyers were distributed to approximately 65,000 children during the event.



Additionally, DTS promoted bicycle safety through events such as the 4th Annual "Bike To The Zoo" event and the "Good Life Expo," which is Hawaii's premier event for senior citizens. Approximately 30,000 people attended the safety presentations.

MOTORCYCLE & MOPED SAFETY

HDOT Addresses Motorcycle- & Moped-Related Injuries and Deaths

Motorcycle safety remained a top priority during FFY 2012 as the number of registered motorcycles increased with the significant rise in gasoline prices in Hawaii. The number of Hawaii motorcycle fatalities also increased, reaching 30 deaths by the end of October 2012. It is trending to surpass the 2009 fatality rate of 30 deaths for all of that year, our highest rate in five years.

Concerned with the rising numbers of motorcycle- and moped-related serious injuries and deaths, the Hawaii Department of Transportation (HDOT) kicked off national Motorcycle Safety Month in May with an educational media campaign. Television, movie theatre and radio ads reminded motorists and motorcyclists to “Share the Road” and advised riders to wear proper riding equipment and to ride sober. Drivers were also reminded to look twice for motorcyclists.

During FFY 2012, education was also provided to riders through a grant to Leeward Community College (LCC) to benefit motorcyclists on Oahu and the neighbor islands. The ultimate goal of the program was to reduce motorcycle fatalities and injuries by making motorcycle safety education programs available in all four counties within the state.

LCC, located on Oahu, completed instructor training for the Maui and Kauai motorcycle training ranges during the first half of calendar year 2012, with both ranges offering training by June.

Maui Community College, which operates the Maui site, completed the final steps to become a separate site from LCC, thus enabling it to seek out its own funds for future expansion. To support the Kauai and Maui programs, five new instructors have been certified to teach at the various sites to accommodate the growing list of people who sign up to take the course.



LCC also used grant funds to repair existing motorcycle safety resources and secure additional equipment for the Kauai and Maui programs. During FFY 2012, participation in the program jumped by 21.5 percent, with 2,376 students participating in the training compared to 1,956 students in the previous fiscal year.

Additionally, LCC provided the Total Control Advanced Rider Course (ARC) to 60 students in Honolulu. The ARC is designed for licensed, experienced riders to learn proper techniques for cornering, braking, and throttle control and operating motorcycles at various traffic speeds. LCC also hosted several advanced rider training courses and Instructor Training for Accident Scene Management (ASMI), during which four instructors were certified to teach both the basic and advanced ASMI classes. Prior to receiving the teaching certification, Hawaii was not authorized to offer the training. However, since our state became certified in 2012, a total of 68 students were trained in the basic ASMI class in Honolulu.



EMERGENCY MEDICAL SERVICES

Removing Crash Victims from Vehicles Quickly & Safely

The Hawaii Department of Transportation (HDOT) issued nine grants to first responders statewide. The goal of all of these projects was to safely extricate occupants of motor vehicle accidents and increase the level of patient care, while preventing injury to fire fighters, emergency medical services personnel and other first responders.

The Honolulu Fire Department purchased 24 cordless reciprocating saws that were used to quickly and safely extricate crash victims from motor vehicles.



The Hawaii Fire Department held two Advanced Auto Extrication trainings for 150 of its personnel. All Company Officers were instructed to train all of the personnel under their supervision, so that everyone in the department could learn these new skills and techniques.

The Kauai Fire Department (KFD) used grant funds to purchase 21 pairs of Ringor Extrication Gloves to prevent unnecessary injuries to first responders when they extricate crash victims from motor vehicles. The gloves were issued to new personnel and those who did not have gloves.

In addition to the gloves, the KFD purchased eight Tele Crib Strut Kits to be used to stabilize motor vehicles that have rolled over or in situations where stabilization is critical for the safety of both the first responders and the crash victims.

The Hawaii Fire Department was unable to purchase the Pediatric Spinal Boards before the end of the grant period due to procurement delays. In addition, none of the second tier projects were able to be completed by the end of the grant period. Most of these projects have been approved for FFY 2013.



SPEED CONTROL

Putting the Brakes on Speeding



During calendar year 2011, speeding was a contributing factor in 45 out of 100 traffic-related fatalities, or 45 percent. To address this problem, the four county police departments stepped up their efforts to enforce Hawaii's speeding laws and educate the public on the dangers of speeding.

Strict Enforcement

The police departments received grant funding to conduct specialized speed enforcement on Hawaii's roadways, particularly in geographical areas that were identified as having speed-related issues. The Honolulu Police Department (HPD) conducted 13 high-visibility Speeding People Endanger Everyone Driving (SPEED) operations on Oahu's freeways and highways, in which groups of 10 to 15 enforcement officers saturated the selected locations in search of speeders. During the SPEED operations, HPD issued 1,042 speeding citations and 91 excessive speeding violations, 198 other traffic citations, and made 12 arrests.

KEEPING SPEED IN CHECK ON HAWAII'S ROADWAYS

All four county police departments stepped up their efforts to enforce speed limits and proactively educate drivers about the dangers of speeding.



Hawaii County Police Department (HCPD) conducted 374 speed checkpoints and four mobilization periods islandwide. HCPD's speed enforcement yielded 1,622 speeding citations, 573 other citations, 334 moving citations, 38 seat belt citations, 17 child restraint citations, 17 electronic mobile device violations, six Operating a Vehicle Under the Influence of an Intoxicant (OVUII) arrests, and 20 other arrests.

On Maui and Kauai, the Maui Police Department (MPD) and the Kauai Police Department (KPD) maintained continuous speed enforcement year round. On Maui, speed data was also collected and speed surveys conducted in select locations to better target problem areas.

As a result of the continuous enforcement, MPD issued 1,907 speeding citations, two excessive speeding citations, 141 other citations, and made eight OVUII arrests. KPD issued 698 speeding citations.

Grant funds were also used to better equip officers with the tools necessary to curb speeding. HPD purchased 10 speed laser detectors; KPD purchased three LTI 20/20 speed detection devices; MPD purchased two LTI 20/20 Ultralyte 100 LR lasers; and HCPD purchased nine Stalker DSR-2X speed units. In addition, HCPD used grant funds to acquire a computer, printer and document scanner to assist the Traffic Commander with grant writing, monitoring and reporting, as well as other grant-related activities. HCPD was unable to order a speed trailer within the grant period due to internal procurement delays.

These enforcement operations and initiatives resulted in a total of 10,514 speeding citations statewide.

Community Education

Each county police department initiated additional measures to educate the public on the consequences of speeding.

KPD strategically displayed banners and signs along Kauai roadways and used speed trailers to advise motorists of their speed.



Speed Enforcement Statistics (Oct. 1, 2011 - Sept. 30, 2012)

	Oahu	Hawaii	Maui	Kauai	Total
Grant-Funded Speed Citations	6,287	1,622	1,907	698	10,514
County-Funded Speed Citations	42,888	10,663	3,779	2,136	59,466

MPD and HCPD both used earned media coverage to warn the community that officers were enforcing speeding and other traffic laws continuously throughout the year. In addition, MPD utilized speed-monitoring trailers as a deterrent to speeding; conducted community-requested speed surveys in Kahului, Haiku, Kihei and Napili; and collected speed data in Lahaina, Kihei, Upcountry and Wailuku.

HPD conducted a total of 50 traffic safety presentations on the dangers, consequences and penalties of speeding to nearly 6,000 members of the public. HPD's Traffic Division also distributed 650 dangers of speeding flyers.

TRAFFIC RECORDS

Improving Collection, Linkage & Electronic Transfer of Crash Data

With guidance from Hawaii's Traffic Records Assessment conducted in September 2011 and the recommendations that resulted from that Assessment, the Hawaii Department of Transportation (HDOT), county police departments, Hawaii Department of Health (HDOH) and other members of the Hawaii Traffic Records Coordinating Committee (HTRCC) worked diligently throughout FFY 2012 to improve the state's Traffic Safety Information Systems. In particular, the HTRCC focused its efforts on:

- Developing an electronic crash data transfer system that would directly link the county police departments and HDOT so that Motor Vehicle Accident Reports (MVAR) could be submitted in a timelier manner;
- Continuing efforts on linking and analyzing MVAR, Emergency Medical Services (EMS) and Emergency Department in-patient data; and
- Improving the Hawaii EMS Information System (HEMSIS).

The committee also continued to address strategies from Hawaii's Strategic Highway Safety Plan.

HDOT MVAR Systems Research

The HDOT Traffic Branch is responsible for the Highway Safety Improvement Program and for maintaining the Traffic Accident Reporting System (TARS), which houses data from major MVARs. The MVAR data is collected and analyzed to identify safety improvement projects in the State of Hawaii. However, the existing TARS database is outdated and hasn't been upgraded since 2000, and failure to upgrade the system could lead to equipment malfunction.



To prepare for this upgrade, four representatives from HDOT (a computer information technology technician, accident database research statistician, accident data engineering analyst, and law enforcement liaison) visited Delaware, Maine and Vermont to gather information, ideas and accident reporting system models for Hawaii to follow. The systems research tour provided representatives opportunities to see first-hand the technology available to improve the methods of collecting, entering, editing and extracting traffic accident data. They were also given the opportunity to witness the process from data collection to data extraction and analysis. As a result of this tour, HDOT now has a clearer idea of the TARS design they would like to implement, and they have gained new contacts whom they can call upon for further guidance and questions.

HDOT MVAR Data Transfer

One of the major concerns noted in the Traffic Records Assessment Report was the timeliness of obtaining traffic crash data from the county police departments to HDOT's Traffic Branch. As a result, HDOT enlisted the servic-

es of the Hawaii Information Consortium (HIC) – a local organization that cooperates with other state and county agencies to develop, manage and maintain online applications and systems – to collect the MVARs electronically, convert them into a format readable by HDOT, and transfer them electronically to TARS. Although HIC has been working with the county police departments on building their interfaces for this system, they were unable to start project activities with the HDOT Traffic Branch during the grant period because the Statement of Work (SOW) between HDOT and HIC underwent numerous reviews by both parties.

County Police Departments

During FFY 2012, the four county police departments were greatly involved in the MVAR data transfer project by attending monthly HTRCC meetings and working closely with HIC on building interfaces that would allow electronic submission of crash data to TARS. In fact, HIC was able to successfully extract test data from the Maui Police Department (MPD) into HIC's data repository. Using MPD as a model, HIC worked with the other police departments and their respective vendors to create a similar system.

Despite the data transfer project's momentum, there were unexpected delays due to issues with vendors, including lack of communication and inability to meet deadlines. As a result, several grant-funded activities did not take place. Both the Kauai Police Department (KPD) and the Hawaii County Police Department (HCPD) were unable to build data export functions into their Records Management Systems (RMS). In addition, HCPD did not purchase 190 GPS units because of problems with internal fiscal and procurement procedures.

HPD used grant funds to host a Forensic Scene Mapping Using Lasers course for statewide traffic investigators from March 12 to 23, 2012. The course provided the latest information and techniques on the investigation of diagramming a scene to scale and determining speed calculations. The data collected is inputted into HPD's RMS and may be included in the Fatality Analysis Reporting System (FARS) and in MVARs. A total of 24 traffic investigators were certified in this training.

Department of Health HEMSIS/ NEMSIS

The HDOH's Emergency Medical Services and Injury Prevention System Branch continued to improve its Injury Surveillance System, known as HEMSIS, with the implementation of several projects. A HEMSIS User Conference, held on Kauai from April 18 to 20, 2012, provided EMS personnel, HDOH staff, law enforcement officers and HTRCC members with valuable software training, and updates on national activities and progress on NEMSIS 3.0 implementations. Attendees were also apprised of data collection issues, problems and solutions.

A Computer-Aided Dispatch (CAD) interface was deployed on the Big Island and merged with HEMSIS. CAD data such as time elements, dispatch complaints, and location is captured in the Hawaii Fire Department (HFD) CAD system and then pushed to the HFD mobile units for digital reporting. Having the information automatically populate the forms allows EMS providers to focus their attention on patient care. The CAD system also reduces human error in inputting information into the system, and eliminates dual entries of location and event times.

Grant funds were also used to link data from major MVARs, EMS reports, in-patient records and hospital emergency department abstracts. The linkage provides the optimal level of information to examine the causes of crashes, and the technical and medical interventions that mitigate related injuries. With this grant funding, HDOH was able to link data from 2008 and 2009 crash records.

Semi-monthly HEMSIS Data and Injury Records Committee meetings were conducted prior to the HEMSIS User Conference. During these teleconference meetings, the committee discussed data quality issues; updates on required national data elements; and national EMS information system developments and trends. In addition, the committee identified injury-related elements and ensured that they were properly entered into the HEMSIS data system.

The HDOH was unable to begin project activities on a Mobile Access Point Project due to unexpected issues with contract reviews and budget restrictions enacted by the State. The project would have enabled the collection and capture of accurate longitude and latitude

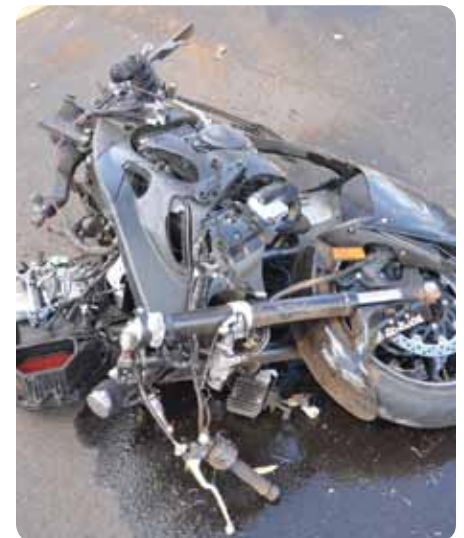
data for crash sites that EMS responds to in all counties. Grant funds were to be used for hardware, software licensure, labor costs and GE tax.

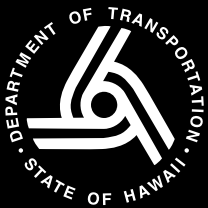
Administrative Driver's License Revocation Office (ADLRO) Equipment Purchase

Grant funds were to be used to lease a photocopy/fax machine to receive reports from the four county police departments. However, due to unforeseen internal challenges, the project never started.

Judiciary Citation Software

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. This project was put on hold when the HTRCC decided that its primary focus would be on the electronic crash data transfer system.





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