

Hawaii State  
Department of Transportation

# Highway Safety Annual Report



Federal Fiscal Year  
2007





## Message from the Governor's Highway Safety Representative

### Aloha!



During 2006, 161 people died on Hawaii's roads, an increase of 15 percent from 2005. Unfortunately, many of those fatalities and the thousands more injured in collisions could have been prevented if drivers had obeyed traffic

laws, used seat belts, worn helmets when riding motorcycles, obeyed speed limits and not driven under the influence of drugs or alcohol.

Safety continues to be the top priority for the Hawaii Department of Transportation (HDOT). Our ultimate goal remains the same: reduce the number of fatalities and injuries from traffic-related crashes in Hawaii. With this goal in mind, the HDOT continues to push for highway safety projects, programs and laws that support national highway safety priorities.

Throughout the coming fiscal year, Hawaii will continue to support and participate in national campaigns to maintain drivers' high use of seat belts in the islands, and to deter the temptation to drive under the influence of alcohol. In addition to these safety mobilization efforts, the four county police departments will continue to aggressively enforce statutes addressing impaired driving, occupant protection, pedestrian safety and speeding.

### New Laws

During the 2007 legislative session, the HDOT was very successful in lobbying bills that improved traffic safety and other related initiatives. The following measures were signed into law by Governor Linda Lingle:

#### Booster Seat Law

Implemented Act 175, which requires child safety seat or booster seat usage for children over four years and less than eight years.

#### Speeding Penalties, Excessive Speeding

Act 129 established the offense of excessive speeding, which is defined as 30 miles per hour or more over the speed limit or 80 miles per hour or more, regardless of the speed limit.

#### Intoxicants, Wilson Bill

Act 64 requires police to inform a person arrested for driving under the influence of intoxicants of the sanctions for refusal to submit to breath, blood, or urine test, only if the person withdraws consent to testing implied by operation of a vehicle on state public highways or waters.

#### Use of Intoxicants While Operating a Motor Vehicle (OVUII)

Act 201 increases sanction for driving with a high blood alcohol level. While the legal limit for blood alcohol content in Hawaii is .08 percent, the latest law imposes much harsher penalties for highly intoxicated drivers over .15 percent.

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## 2007 Highlights

- Hawaii's 97.6 percent seat belt usage rate is the highest in the nation.
- Passed legislation to suspend driver's license of those under the age of 21 if they are convicted of illegal possession of alcohol.
- New booster seat law took effect on January 1, 2007.
- Produced new DUI PSA for national slogan of "Drunk Driving. Over the Limit. Under Arrest."
- Participated in the creation of the Hawaii Strategic Highway Safety Plan (SHSP).
- Expanded the Walk Wise Hawaii program to include a youth component.
- In the final stages of completing a new Motor Vehicle Accident Report form that will be over 90 percent Model Minimum Uniform Crash Criteria (MMUCC) compliant.

## Goals

- Reduce the number of DUI-related fatalities and injuries.
- Reduce the number of speed-related fatalities and injuries.
- Reduce the number of pedestrian fatalities and injuries.
- Maintain seat belt usage rate of 97.6 percent.

Like many other states, Hawaii faces the daunting task of reducing the number of alcohol-related fatalities. In 2006, 70 out of 144 fatal crashes (48.6 percent) were alcohol-related, up 12 percent from 2005.

To combat the increase of alcohol-related deaths, the HDOT and county police departments have continued its "52/12" enforcement program, which increased the frequency of sobriety checkpoints to every week during the 12-month federal fiscal year. That means there was a minimum of 52 sobriety checkpoints per year in each county, providing total statewide coverage of DUI enforcement. All four county police departments are currently participating in the third year of the "52/12" enforcement program, and have also implemented checkpoints or saturation patrols on at least four nights during the National Impaired Driving campaign, August 17 – September 3, 2007.

Along with enforcement efforts, the HDOT continues our education/safety awareness campaign in the media with the slogan "Drunk Driving. Over the Limit. Under Arrest." to heighten safety awareness and to discourage drunk driving.

In addition, the HDOT continued its participation in the "D2" (short for Designated Driver) radio initiative, which focuses on Hawaii's younger drivers who frequent nightclubs and bars. The summer campaign runs from Memorial Day weekend to Labor Day – during high school graduation season

and when college-age drivers are out of school and frequenting local nightspots. Under the program, we worked with local radio stations to set up promotions with their respective nightclub and restaurant advertisers statewide. Participating clubs and restaurants provided free soft drinks or non-alcoholic beverages to those wearing a designated driver wristband or button during certain business hours.

Our biggest accomplishment this year was attaining a 97.6 percent seatbelt usage rate, which is the highest in the nation. We plan to continue the effort to maintain our high level of seat belt use and work toward improving our other highway safety programs.



**Barry Fukunaga**

Governor's Highway Safety Representative



## Police Alcohol Countermeasures

To combat Hawaii's impaired driving problem, the police departments in all four counties participated in the 52/12 - "You Drink & Drive. You Lose." campaign. Under the program, a minimum of 52 sobriety checkpoints were held throughout the federal fiscal year, rather than only on major holidays. Each of the four county police departments conducted a minimum of one checkpoint per week. Altogether, the grants funded a total of 224 checkpoints throughout Hawaii. In addition to 52/12, the four county police departments also participated in the national DUI mobilizations.

## Hawaii County Police Department Traffic Safety Coordinator

The goal of this program was to reduce the number of alcohol, speed and seat belt non-use related traffic fatalities and injuries by providing a community-based coordinator to oversee traffic safety activities and disseminate traffic safety information to local media. The coordinator provided support to existing traffic safety groups, as well as facilitated an active impaired driving prevention county task force, and served as a liaison between state, county, and community agencies and organizations.

## Keau High School — Shattered Dreams Project

The goal of the project was to reduce motor vehicle injuries and deaths by decreasing the number of teens driving while under the influence of alcohol. Due to administrative problems, the program was not executable.



▲ Getting the message out on the new national DUI campaign

## SOBRIETY CHECKPOINT ENFORCEMENT STATISTICS (OCT. 1, 2006 – SEPT. 30, 2007)

	Honolulu	Hawaii County	Maui County	Kauai County	Total
Grant Funded SCP*	40	81	47	56	224
County Funded SCP*	32	60	0	11	103
DUI Arrests+	57	165	45	31	298
Other Arrests+	42	209	20	27	298
Citations+	602	434	31	1,677	2,744
Seat Belt/Child Restraint Citations+	N/A	39	3	64	106
Vehicles Checked+	3,463	17,028	2,929	7,336	30,756

\*Sobriety Checkpoints  
+County and Grant funded

## Department of Education Traffic Safety Program

Through its traffic safety program, the State Department of Education (DOE) sought to prevent and reduce youth injuries and fatalities caused by the lack of seat belts, underage drinking and unsafe driving behaviors. To achieve its goal, the department provided traffic safety awareness education to students, parents and school administration officials; youth and parent advocacy organizations; youth activities; and the community. The DOE also continued to participate with the National Student Safety Program (NSSP). As a result of sending a student to the NSSP Conference in Oklahoma City, OK, the Kaimuki High School "Mock Crash" project was born. The success of the "Mock Crash" has prompted other Hawaii schools to pursue hosting their own mock crashes. Grant funds were

also used to promote and to provide technical assistance to parents to organize Project Prom/Graduation events.

## Adult Friends For Youth

The Adult Friends For Youth program reached out to high-risk youth and young adults to help them make smart choices regarding traffic and motor vehicle laws. Youth who previously drove without

licenses participated in this driver education program to learn how to drive safely and to earn a driver's license. During FFY 2007, 22 students enrolled in the program. Of those students, 10 successfully obtained licenses.

## Mothers Against Drunk Driving — Court Monitoring/Alcohol Education Program

Mothers Against Drunk Driving (MADD) implemented a court monitoring program to deter potential offenders and reduce repeat offenses, by improving DUI conviction rates and encouraging effective sentencing. With the assistance of representatives from the Prosecuting Attorney's Office, Honolulu Police Department and Public Defender's Office, a large court monitoring training session was conducted and received positive feedback from court monitors. MADD also coordinated community education and prevention efforts on the dangers of impaired driving and underage drinking, including such events and activities as the "Tie One On for Safety" Ribbon Campaign; community events; and school and military presentations.

## Hawaii County Police Department Youth Deterrence

The Hawaii County Police Department sought to reduce the number of impaired driving crashes by deterring underage drivers before they got



behind the wheel of a motor vehicle. Using grant funds, the police department conducted 60 enforcement projects. A total of 240 persons under the age of 21 were arrested using a combination of county and grant funds, with 194 arrests for liquor violations and 46 arrests for other violations. In addition, 23 adults were arrested for liquor violations as part of the enforcement projects.

**Pacific Addiction Research**

This project addressed underlying alcohol- and drug-related issues by screening all patients ages 14 and older admitted to the Trauma Center of Queen’s Medical Center for substance abuse as part of the standard medical protocol. By doing so, they hope that early intervention and treatment will lead to a reduction in trauma recidivism. Funds were used to train trauma personnel and provide supervision to detect and initiate treatment of alcohol and other drug abuse. Out of 254 patients who were screened positive, 224 received brief intervention.

**DOE Driver Education**

Grant funds were used to hire a driver education coordinator to monitor Hawaii’s Driver Education instructors. The coordinator assisted new and certified driver education instructors through statewide training and monitoring activities to ensure that proper standards were being employed. The coordinator was also responsible for monitoring the implementation of the new Graduated Driver’s Licensing requirements.

**Hawaii Community College Court Monitoring**

The mission of this court monitoring project was to improve OVUII conviction rates through court monitoring observation, data collection and evaluation of DUI court proceedings and its participants; encourage effective and appropriate sentencing in Hawaii County; and build strategic alliances with judges, law enforcement, prosecutors, defense attorneys, and community organizations, individuals and DUI victims.

**Department of Health DUI Coordinator**

The departure of the former Hawaii State DUI coordinator left the state breath alcohol testing program with no guidance and support for almost one year. Although the breath alcohol testing program has been very effective in DUI enforcement, without continuous support and proper training of new

supervisors in the use of breath testing instruments, there may be serious declines in the integrity of test protocols and validity of results. Grant funds were used to coordinate and sustain an effective breath alcohol testing program. Funds were also used for training and to purchase a breath alcohol testing instrument and accessories.

**Hawaii Department of Transportation Alcohol Media Campaign**

This grant, which was administered through HDOT, was used to continue airing of the “RUD2?” media campaign in support of the national mobilization. The new national campaign, “Drunk Driving. Over the Limit. Under Arrest.” kicked off and began airing August 17, 2007, and will continue to air during federal fiscal year 2008.



**DEPARTMENT OF EDUCATION PARTICIPATION STATISTICS (OCTOBER 1, 2006 – SEPTEMBER 30, 2007)**

	No. of Students	No. of Adults	No. of Handouts	No. of Schools
Parent Project Prom/Graduation Traffic Safety Conferences	6	202	17,550	31
Elementary School Traffic Safety Conferences	59	20	158	12
National Meetings and Conferences	5	1	200	2
Project Graduation/Prom	6,000	2,000	3,230	35 public 20 private
Click It Or Ticket Activities	300	25	4,300	17
Elementary Educational Resources	50,000	Unknown	112,653	175
High School Educational Resources	11,000	Unknown	13,300	44
<b>Total</b>	<b>67,370</b>	<b>2,248</b>	<b>151,391</b>	<b>336</b>

## Occupant Protection Enforcement

Hawaii's seat belt usage rate is the highest in the nation, reaching an unprecedented 97.6 percent during our June 2007 observation study following our "Click It Or Ticket" (CIOT) campaign. This result was a combined effort of the many partners that helped in the CIOT effort. Of special recognition was the efforts put forth by the four county police departments, the various state, federal and local agencies, and the use of the Variable Message Signs along our freeways during the CIOT campaign. We believe that the high rate of compliance is also due to the fact that Hawaii is in its fifth year of the CIOT campaign, and that our citizens have gotten the message that they need to buckle up. The survey results were compiled by the University of Hawaii, Department of Urban and Regional Planning.

To ensure the safety of Hawaii's drivers and passengers, the police departments collectively issued in this past year alone 8,322 seat belt citations and 270 child safety seat citations using grant funds. County-funded seat belt citations and child safety seat citations totaled 4,686 and 785 respectively.

## Child Passenger Safety Grants

Each of Hawaii's four counties received funding to conduct Child Passenger Safety projects in their respective communities. The projects involved conducting community car seat checks, maintaining fitting stations, and providing education for those with young children. There were a total of 926 child seats checked during 48 community car seat check events that were held across the State this past year.



After eight years of attempting to pass a booster seat law, we are proud to say that on January 1, 2007, a booster seat law became effective in Hawaii. The law requires children 4 through 7 years of age to ride in a child safety seat or booster seat whenever riding in a motor vehicle. HDOT and its partners were able to create a media campaign to notify the public on the provisions of the new booster seat law.





**Hawaii County Police Department  
“Click It Or Ticket” Basketball  
Tournament**

Two “Click It Or Ticket” 3-on-3 basketball tournaments were organized by the Hawaii County Police Department. They formed the perfect venue to reach Big Island youths and

adults on the importance of using seat belts. More than 600 youths participated in the two events, with an additional 1,600 spectators. The tournaments secured about 600 pledges from youths and adults to wear their seat belts and ensure that all occupants in their vehicles also wore them. Seat belt and child safety seat checks were also held in conjunction with the basketball tournaments to ensure that everyone left the events safely. The Big Island of Hawaii achieved an all-time high seat belt usage rate of 97.57 percent. The usage rate for passengers, including young adults, was measured at 97.42 percent.



**“Click It Or Ticket” Media Campaign**

For the fifth year, HDOT participated in the CIOT national mobilization campaign during May 2007 and was responsible for the creation of the media campaign to coincide with the enforcement campaign. HDOT spent approximately \$300,000 during this four-week period, and, undoubtedly, this is the most expensive media campaign centered around a single topic for that duration.

**CHILD SAFETY SEAT STATISTICS (OCTOBER 1, 2006 – SEPTEMBER 30, 2007)**

	Honolulu	Hawaii County	Kauai County	Maui County	Total
<b>4-Day Training</b>	1	2	0	1	4
<b>Number Trained</b>	17	28	0	15	60
<b>2-Day Training</b>	1	2	0	0	3
<b>Number Trained</b>	18	17	0	0	35
<b>Community Checkups</b>	10	15	9	14	48
<b>Number Served</b>	370	174	115	267	926
<b>Fitting Stations</b>	8	4	4	6	22
<b>Individual Appointments</b>	728	38	101	0	867
<b>Individual Installations</b>	809	36	144	0	989
<b>Number of Direct Teachings*</b>	3,754	13	21	0	3,788
<b>Number of Indirect Teachings*</b>	15,890	7	8	0	15,905

\*Direct Teaching refers to the number of participants in small group education and other classes. Indirect Teaching refers to broader education and awareness efforts such as flyer and brochure distribution.

**OCCUPANT PROTECTION ENFORCEMENT STATISTICS (OCTOBER 1, 2006 – SEPTEMBER 30, 2007)**

	Honolulu	Hawaii County	Maui County	Kauai County	Total
<b>Grant Funded Seat Belt Citations</b>	2,390	1,128	3,957	847	8,322
<b>County Funded Seat Belt Citations</b>	3,139	1,207	N/A	340	4,686
<b>Grant Funded Child Restraint Citations</b>	135	56	49	30	270
<b>County Funded Child Restraint Citations</b>	610	121	10	44	785

## HDOT Safe Communities Program

HDOT continued to support traffic safety programs that reinforced the State's goal of reducing the number of motor vehicle fatalities and injuries. The Safe Communities program funded and oversaw over 50 projects for federal fiscal year 2007 that addressed highway safety-related areas of concern, such as alcohol countermeasures, occupant protection, pedestrian safety, speed control, safe communities, police traffic services, traffic records, and emergency services.

The Safe Communities program also allocated funds to maintain its participation in the national mobilizations and to conduct media campaigns for "Click It Or Ticket" and "You Drink & Drive. You Lose." Other traffic safety media campaigns that were created and conducted included new television and radio spots that reminded drivers about the new pedestrian law; the production and airing of the new DUI media campaign "Drunk Driving. Over the Limit. Under Arrest.;" radio spots for the State's new booster seat law; and the continuation of "RUD2?," a Designated Driver incentive program involving more than 50 popular bars, nightclubs and restaurants that provided their customers with rewards for pledging to drive their friends and/or family members home.

Furthermore, the Safe Communities program continued to coordinate traffic safety efforts with our highway safety partners, such as the four county police departments, the National Highway Traffic Safety Administration (NHTSA), the Federal Highway Administration (FHWA), the Federal Motor Carrier Safety Administration (FMCSA), as well as state and county agencies and safety advocates and coalitions. The program also tapped into highway safety resources in the community.

The Safe Communities program has been successful in helping complete the Strategic Highway Safety Plan for Hawaii, which will be the highway safety guide for the next five years.

## Kona Heavens Neighborhood Watch

The Safe Communities program continued its funding for the Kona Heavens Neighborhood Watch to maintain their Solutions: Neighborhoods in Action website. The website has become a valuable tool in disseminating traffic safety statistics, posting notices and minutes of the Hawaii County Highway Safety Council, and for providing updates on traffic safety initiatives underway in their community.

## HDOT Traffic Safety Branch Training

The traffic branch sent three individuals to the 2007 Chicago LifeSavers Conference to acquaint themselves with the behavior aspect of highway safety. These individuals are responsible for the traffic safety component of the roadway (infrastructure), which comprises the engineering aspect of highway safety.

## Maui Police Department School Resource Officers Program

The Maui Police Department was successful in implementing their plans to work with the seven high schools on Maui to implement proper driving habits throughout the school year. They were able to set up 4 checkpoints with 153 vehicles checked during this past year.



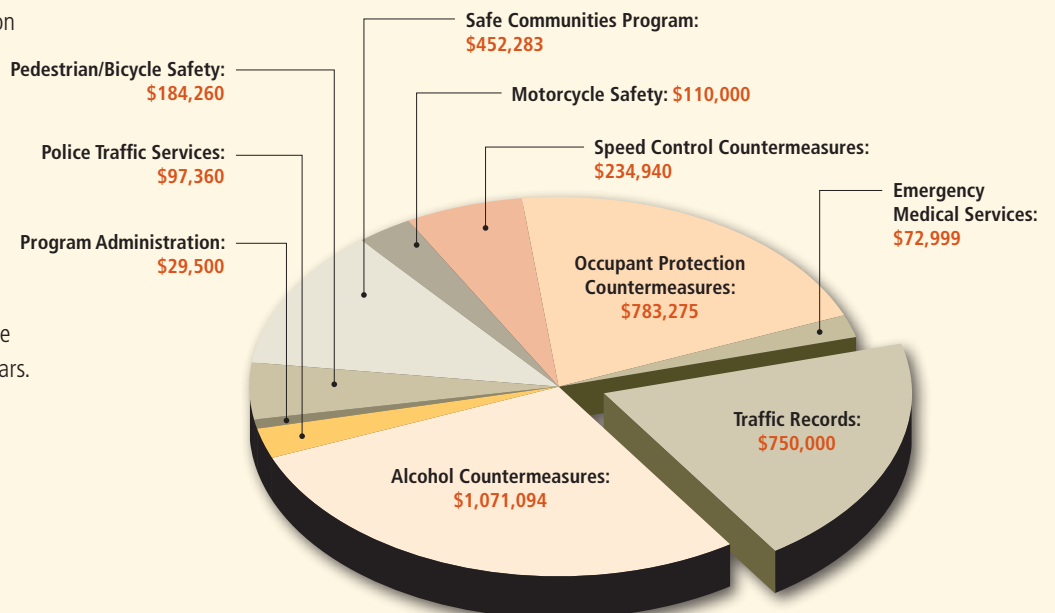
## Kauai Keiki Injury Prevention Coalition Traffic Safety Program

The Kauai Keiki (Hawaiian word for children) Injury Prevention Coalition Traffic Safety program was successful in maintaining the existing operations of all five community-based child restraint inspection stations and educational programs; coordinated efforts for a Shattered Dreams project on Kauai; and implemented a Walk to School Day event that was so successful that parents are asking for a weekly event.



## Prosecutor Training for Hawaii and Kauai Counties

The Hawaii County Prosecutor's Office was responsible for setting up the training for all prosecutors statewide and was successful in conducting a two-day statewide training on Hawaii's DUI traffic laws and contemporary trial techniques. As a result of the program, 20 deputy prosecutors were trained; a basic training "primer" manual was created for new deputy prosecutors, with current laws, trial predicates and the science of the intoxilyzer and drug testing; and two prosecutors were sent to the Lifesavers Conference in Chicago.





## Speed Countermeasures

Enforcement continued to be the most important tool Hawaii had to reduce the number of speed-related fatalities and injuries. During the FFY 2007 grant period, the four county police departments issued a total of 4,137 grant-funded speeding citations.

Grant funds were also used to purchase tools to aid the police departments in their efforts to reduce speeding. The Kauai Police Department used funds to purchase two LTI laser speed guns and conduct four speed projects. New emergency lighting on unmarked police vehicles for Hawaii County Police Department's Traffic Enforcement Unit was installed during this grant period and has proven to be very successful in catching speeders and reckless drivers. The Honolulu Police Department had intended to purchase 21 laser detector speed instruments

SPEED ENFORCEMENT STATISTICS (OCTOBER 1, 2006 – SEPTEMBER 30, 2007)					
	Honolulu	Hawaii County	Maui County	Kauai County	Total
<b>Grant Funded Speed Citations</b>	N/A	1,259	2,247	631	4,137
<b>County Funded Speed Citations</b>	54,149	5,263	138	1,672	61,222

but was not able to complete the purchase due to unforeseen circumstances; the laser detectors will be purchased during federal fiscal year 2008.

### Kauai Police Department School Zone Speed Enforcement

To reduce the number of motor vehicle collisions resulting in fatalities and injuries caused by speeding drivers, the Kauai Police Department conducted additional speed enforcement in school zones. Funds were used to purchase handheld laser radar units.

### Kona Heavens Speed Brochure

The Kona Heavens Neighborhood Watch group created a brochure about the consequences of speeding to distribute in their community. The brochure, which listed information about Hawaii's speed law, the cost of a citation, and statistics, was distributed along with a letter from the Chief of Police to registered owners of vehicles who were reported to the police department via the Community Road Safety Project.

## Pedestrian/Bicycle Safety

### Walk Wise Hawaii Program

The Walk Wise Hawaii program gathers all of the pertinent stakeholders for pedestrian safety together to come up with ideas and programs that can make a difference in pedestrian safety. During federal fiscal year 2007, this program used a poignant "Slipper" display at various locations throughout the State to bring attention to the number of pedestrians who have died over the past five years. The program was also involved with the launching of the "Step to Safety with ASIMO" campaign, in which the Honda Motors robot



▲ Each pair of slipper represents a pedestrian fatality between 2001 and 2005

named ASIMO was used to teach elementary school children the proper techniques of crossing streets. They have already reached thousands of children with this program. Walk Wise Hawaii reached out to senior citizens through a speaker bureau and brought the issue of pedestrian safety to the general public through public relations initiatives, such as morning television shows and public television programs.

Hawaii was able to pass a strong pedestrian law that strengthens the penalties for those who jaywalk and those who do not provide the right-of-way to pedestrians in crosswalks.

### Honolulu Police Department – Pedestrian Enforcement Program

Funds were used to conduct additional enforcement of Hawaii's pedestrian law, which requires drivers to stop for pedestrians. The Honolulu Police Department cited 7,609 pedestrians during the federal fiscal year 2007 and 1,562 drivers from



January – September 2007 (statistics from October – December 2006 were unavailable) for violating the pedestrian law.

### PATH Pedestrian Safety Programs

Peoples Advocacy for Trails Hawaii (PATH) had two projects that would audit existing sidewalks and crosswalks within Kailua Village in Kona, Hawaii, as well as set up an educational program for 1st grade students in Hawaii County. PATH was successful in both projects; the audit was completed and it was able to identify the positive ADA improvements for Kailua Village areas that are in need of updating. PATH also was able to reach 200 students from Kohala and Honokaa elementary schools through their outreach educational program.





## Kauai Police Department

The Kauai Police Department sent two officers to attend a one-week course in Human Factors in Traffic Crash Reconstruction hosted by the Honolulu Police Department. The Applied Physics for the Traffic Crash Investigator course was not held by the Honolulu Police Department because The Institute of Police Technology and Management could not schedule the class in Hawaii.

## Maui Police Department

The Maui Police Department trained traffic investigators in new technologies used to investigate fatal crashes that included commercial vehicles. Funds were also used to purchase equipment to use during investigations.

The goal of our Police Traffic Services programs is to improve efficiency in the investigations of fatal or near fatal crashes. During FFY 2007, HDOT issued grants to the four county police departments for personnel training and to purchase equipment designed to accomplish this goal.

## Honolulu Police Department

The Honolulu Police Department used grant funds to train traffic investigators of the four county police departments with the knowledge to investigate and reconstruct motor vehicle collisions.

## Hawaii County Police Department

The Hawaii County Police Department sent three Traffic Enforcement Unit officers to the Visual Statement Computer Diagramming Course on Maui. They were not able to purchase computer software for Visual Statement due to the high cost.

## Motorcycle Safety



## HDOT Motorcycle Safety Education Program

HDOT used grant funds to expand and enhance Hawaii's motorcycle safety education program to accommodate the increase of people who want or need to complete the program. Part of the funds were used to purchase motorcycles, a truck, a trailer and classroom materials to be used by students enrolled in the safety program.





## Statewide Data Committee

Updating Hawaii's data collection processes and ensuring they are compliant with federal standards is a top priority of the Data Committee. The committee, which included the four county police departments, met every month this past year to address a number of priorities, such as updating the Motor Vehicle Accident Report (MVAR) forms to make them at least 90 percent MMUCC-compliant and to develop systems to collect data electronically.

In September 2006, NHTSA conducted an assessment of Hawaii's traffic records program. Strategies and suggestions made by the assessment team were meant to be implemented during federal fiscal year 2007. However, for a majority of the federal fiscal year, it was uncertain whether or not Hawaii qualified for 408 grant funds, and when the State finally did receive grant approval, funds were allocated near the end of the federal fiscal year. As a result, most Traffic Records projects and programs were delayed and will be implemented during federal fiscal year 2008.

## Honolulu Police Department

The Honolulu Police Department planned to use their funds to establish a pilot program for the collection of information at traffic collisions and transmittal of information on citations and traffic crashes to appropriate governmental agencies. Funds were also meant to be used to purchase portable devices and software capable of producing traffic crash reports and traffic citations. Due to unforeseen circumstances, the Honolulu Police Department was unable to purchase the portable devices and software.

## Kauai Police Department

The Kauai Police Department used their funds to participate in the monthly Traffic Data Records Committee meetings and to attend the 33<sup>rd</sup> Annual International Forum on Traffic Records and Safety Systems in St. Louis, MO. Funds were also expended to purchase a fax/scanner, used to transfer data to other agencies.

## Maui Police Department

The Maui Police Department used their funds to participate in the monthly Traffic Data Records Committee meetings.

## Hawaii County Police Department

The Hawaii County Police Department used their funds to participate in monthly Traffic Data Records Committee meetings and to attend the 33<sup>rd</sup> Annual International Forum on Traffic Records and Safety Systems. The Hawaii County Police Department successfully transferred electronic traffic data to the State Department of Transportation. Laptop computers were not purchased during this federal fiscal year due to the time constraints of the county's procurement process. In addition, because the MVAR form was not finalized, consultant services were not needed to implement the form into the Hawaii County Police Department's RMS system.

## Motor Vehicle Crash Form Training

Funds were to be used to conduct mandatory statewide training on completion and use of the MVAR form. Revision of the MVAR took longer than expected, and the form was near finalization at the end of federal fiscal year 2007. Once the MVAR has been finalized, mandatory training will be done during federal fiscal year 2008.

The following grants were approved, but were not implemented due to uncertainty with the 408 grant funds:

- **Judiciary Citation Software**

Funds were to be used to purchase the software necessary to receive citation data from the four county police departments.

- **Emergency Medical Services Software Purchase**

Funds were to be used to purchase the software necessary to receive and link Emergency Medical Services data statewide.



## Emergency Services

### Hawaii County Fire Department Generator Purchase

Safety of all comes first when you're in the line of duty. This includes working on the highways during an emergency. To enhance safety while in these situations, grant funds were used to purchase 22 sets of generators, extension cords, safety signage and remote lighting for all of Hawaii County's fire companies. Some of these sets were successfully used for hazard mitigation during brush fire operations in the South Kohala and North Kohala districts in August 2007.

### Kauai Fire Department New Technology Training

New technology being used in today's vehicles poses new problems and challenges, and, as a result, more and more fire fighters are getting seriously injured at motor vehicle accident sites. This project was aimed at developing a training program that would help prepare firefighters for accidents involving cars with new vehicle technology, preventing harm to both victims and fire fighters. The Kauai Fire Department was unable to send anyone to the train-the-trainer class.

Program Group or Area	2001	2002	2003	2004	2005	5 Yr. Avg.	2006	% Change 2005 vs. 2006	% Change 5 Yr. Avg. vs. 2006
<b>TOTAL PROGRAM</b>									
<b>Total Fatalities</b>	140	119	133	142	140	135	161	+15%	+19%
The number of fatalities increased from 140 in 2005 to 161 in 2006, a 15 percent increase. Comparing the five-year average to 2006, there was a 19 percent increase from 135 to 161. The jump in fatalities can be traced to the number of passengers in vehicles from 19 in 2005 to 41 in 2006. With our Strategic Highway Safety Plan (SHSP), we hope to reduce the number of fatalities to 100 by 2008.									
<b>Total Injuries</b>	8,596	8,938	6,453	8,771	8,869	8,325	7,725	-13%	-7%
The number of injuries decreased from 8,869 in 2005 to 7,725 in 2006, a 13 percent decrease. Comparing the five-year average to 2006, there was a seven percent decrease from 8,325 to 7,725. The trend shows a downward movement, which we hope to continue as we implement the SHSP.									
<b>ALCOHOL</b>									
<b>Drinking Drivers in Fatal Crashes</b>	38	28	45	43	55	42	37	-33%	-12%
The number of drinking drivers in fatal crashes decreased from 55 in 2005 to 37 in 2006, a 33 percent decrease. Comparing the five-year average to 2006, there was a 12 percent decrease from 42 to 37. We hope that the number of alcohol-related fatalities continues to decrease as we implement related SHSP strategies.									
<b>16-20 Age Group-Drinking Drivers in Fatal Crashes</b>	3	6	9	10	3	6	8	+166%	+33%
The number of drinking drivers ages 16-20 in fatal crashes increased from 3 in 2005 to 8 in 2006, a 166 percent increase. Comparing the five-year average to 2006, there was a .33 percent increase from 6 to 8. We hope the number of fatal crashes will decrease as we implement the SHSP strategies.									
<b>OCCUPANT PROTECTION</b>									
<b>Safety Belt Survey (Jan. results)</b>	83.5%	90.4%	91.8%	95.1%	93.2%	90.8%	93.7%	+5%	+3.2%
The seat belt usage rate percentage increased from 93.2 percent in 2005 to 93.7 percent in 2006, a .5 percent increase. Comparing the five-year average to 2006, the usage rate increased 3.2 percent from 90.8 percent to 93.7 percent. Our 2007 survey observation shows that Hawaii has attained a 97.6 percent seat belt usage rate. We believe Hawaii is the first state in the nation to attain a 97 percent seat belt usage rate, and is the state with the highest usage rate in the nation.									
<b>Child Safety Seat Usage (Infants)</b>	81.8%	90.9%	95.4%	97.1%	93.4%	91.7%	91.8%	-1.7%	+1%
The infant seat belt usage rate percentage decreased from 93.4 percent in 2005 to 91.8 percent in 2006, a 1.7 percent decrease. Comparing the five-year average to 2006, the usage rate increased .1 percent from 91.7 percent to 91.8 percent. We hope to see an increase in the usage rate with the passage of the new booster seat law.									
<b>Child Safety Seat Usage (Toddlers)</b>	34.8%	59.5%	62.2%	82.5%	73.5%	62.5%	74%	+7%	+18.4%
The toddler seat belt usage percentage increased from 73.5 percent in 2005 to 74 percent in 2006, a .7 percent increase. Comparing the five-year average to 2006, the usage rate increased 18.4 percent from 62.5 percent to 74 percent. We hope to see an increase in the usage rate with the passage of the new booster seat law.									
<b>All Occupant Fatalities (Percent Restrained)</b>	36.6%	40%	48.2%	38.5%	41.4%	40.9%	37.5%	-9.4%	-8.3%
The percentage for the number of fatalities restrained decreased from 41.4 percent in 2005 to 37.5 percent in 2006, a 9.4 percent decrease. Comparing the five-year average to 2006, there was an eight percent decrease from 40.9 percent to 37.5 percent. The total number of fatal occupants wearing seat belts rose by eight, but unfortunately the number of unknowns rose by 80 percent, from 10 in 2005 to 18 in 2006, thereby reducing the percentage that was using seat belts.									
<b>16-20 Age Group Fatalities (Percent Restrained)</b>	9.1%	16.7%	45%	35.7%	33.3%	28%	25%	-24.9%	-10.7%
The percentage of the number of fatalities restrained for ages 16-20 decreased from 33.3 percent in 2005 to 25 percent in 2006, a 24.9 percent decrease. Comparing the five-year average to 2006, there was a 10.7 percent decrease from 28 percent to 25 percent. We hope to increase the usage rate as we implement the SHSP.									
<b>0-4 Age Group Fatalities</b>	66.7%	0%	0%	100%	100%	53.3%	100%	0%	+87.6%
There was no increase in the percentage of fatalities for ages 0-4 (that were restrained) from 2005 to 2006. Comparing the five-year average to 2006, there was an 87.6 percent increase from 53.3 percent to 100 percent. All fatalities in this age group were restrained.									
<b>SPEED CONTROL</b>									
<b>Excessive Speed Fatal Crashes</b>	42	43	38	55	66	49	67	+1.5%	+36.7%
The number of fatal crashes involving excessive speed increased from 66 in 2005 to 67 in 2006, a 1.5 percent increase. Comparing the five-year average to 2006, there was a 36.7 percent increase from 49 to 67. We hope that we will see a decrease in the number of fatal crashes with the passage of the new excessive speeding law.									



Program Group or Area	2001	2002	2003	2004	2005	5 Yr. Avg.	2006	% Change 2005 vs. 2006	% Change 5 Yr. Avg. vs. 2006
<b>SPEED CONTROL (CONTINUED)</b>									
<b>Excessive Speed Injury Crashes</b>	602	329	765	729	708	627	619	-12.6%	-1.3%
The number of excessive speed injury crashes decreased from 708 in 2005 to 619 in 2006, a 12.6 percent decrease. Comparing the five-year average to 2006, there was a 1.3 percent decrease from 627 to 619. We hope the downward trend continues with the new excessive speeding law.									
<b>PEDESTRIANS/BICYCLES</b>									
<b>Pedestrian Fatalities</b>	30	33	23	31	36	31	32	-11.1%	+3.2%
The number of pedestrian fatalities decreased from 36 in 2005 to 32 in 2006, an 11.1 percent decrease. Comparing the five-year average to 2006, there was a 3.2 percent increase from 31 to 32. We have increased our educational efforts and have seen a decline in fatalities in 2006.									
<b>Pedestrian Injuries</b>	524	578	558	553	573	557	531	-7.3%	-4.7%
The number of pedestrian injuries declined from 573 in 2005 to 531 in 2006, a 7.3 percent decrease. Comparing the five-year average to 2006, there was a 4.7 percent decrease from 557 to 531. We hope the downward trend continues with our continued educational and enforcement efforts.									
<b>Bicyclist Fatalities</b>	7	4	6	7	4	6	4	0%	-33.3%
The number of fatalities involving bicyclists has remained the same, four in 2005 and 2006. Comparing the five-year average to 2006, there was a 33.3 percent decrease from 6 to 4. The numbers are too small to see a trend.									
<b>Bicyclist Injuries</b>	279	308	337	340	348	322	251	-27.9%	-22%
The number of bicyclist injuries decreased from 348 in 2005 to 251 in 2006, a 27.9 percent decrease. Comparing the five-year average to 2006, there was a 22 percent decrease. We hope the numbers continue to decrease as we implement our SHSP strategies addressing bicycle safety.									
<b>MOTORCYCLE</b>									
<b>Motorcyclist Fatalities</b>	18	24	19	21	22	21	21	-4.5%	0%
The number of fatalities involving motorcyclists decreased from 22 in 2005 to 21 in 2006, a 4.5 percent decrease. Comparing the five-year average to 2006, there was no increase. The number of fatalities has been relatively steady.									
<b>Motorcyclist Injuries</b>	372	394	763	681	705	583	695	-1.4%	+19.2%
The number of motorcyclist injuries decreased from 705 in 2005 to 695 in 2006, a 1.4 percent decrease. Comparing the five-year average to 2006, there was a 19.2 percent increase. We hope to decrease the number of fatalities and injuries through our media campaign.									
<b>Motorcyclist: % Helmeted in Fatal Crashes</b>	22.2%	37.5%	42.9%	40%	36.4%	35.8%	19.1%	-47.5%	-46.6%
The percentage of motorcyclists that wore their helmets in fatal crashes decreased from 36.4 percent in 2005 to 19.1 percent in 2006, a 47.5 percent decrease. Comparing the five-year average to 2006, there was a 46.6 percent decrease from 35.8 percent to 19.1 percent. We hope to increase helmet use with increased education.									
<b>TRAFFIC RECORDS</b>									
<b>Drivers in AR Fatal Crashes (No BAC Given)</b>	15	16	17	15	18	16	11	-38.9%	-31.3%
The number of drivers in fatal crashes with no BAC given decreased from 18 in 2005 to 11 in 2006, a 38.9 percent decrease. Comparing the five-year average to 2006, there was a 31.3 percent decrease from 16 to 11. In hopes of continuing the downward trend, we have encouraged the county police departments to do mandatory testing of all drivers involved in alcohol-related crashes.									
<b>EMERGENCY MEDICAL SERVICES</b>									
<b>Urban (Response Time – Notification to Arrival)</b>	8.4 min	6.4 min	8.8 min	8.9 min	9.0 min	8.3 min	7.0 min	-22.2%	-15.7%
The urban response time declined from 9 minutes in 2005 to 7 minutes in 2006, a 22.2 percent decrease. Comparing the five-year average to 2006, there was a 15.7 percent decrease from 8.3 minutes to 7 minutes. We are working with EMS to reduce the response time.									
<b>Rural (Response Time – Notification to Arrival)</b>	13.5 min	9.6 min	10.9 min	9.9 min	10.6 min	10.9 min	10 min	-5.6%	-8.3%
The rural response time declined from 10.6 minutes in 2005 to 10 minutes in 2006, a 5.6 percent decline. Comparing the five-year average to 2006, there was an 8.3 percent decrease from 10.9 minutes to 10 minutes. We are working with EMS to reduce the response time.									

# Annual Evaluation Report Summary

ANNUAL EVALUATION REPORT SUMMARY									
	1998	1999	2000	2001	2002	2003	2004	2005	2006
Population	1,193,001	1,185,497	1,212,109	1,222,011	1,234,514	1,248,755	1,262,840	1,275,194	1,285,498
Vehicle Miles Traveled (Millions) - VMT	8,090.20	8,215.20	8,525.70	8,754.30	8,937.30	9,325	9,734	10,129.10	10,226.30
Traffic Fatalities	120	98	132	140	119	133	142	140	161
Traffic Fatalities & Serious Injuries	10,423	9,702	9,134	8,736	9,057	9,224	8,913	8,701	7,884
VMT Fatality Rate	1.5	1.2	1.5	1.6	1.3	1.4	1.46	1.38	1.57
VMT Fatality & Serious Injury Rate	128.8	118.1	107.1	99.8	101.3	98.9	91.6	85.9	77.1
Population Fatality Rate (100,000)	10.1	8.3	10.8	11.4	9.7	10.65	11.3	10.98	12.52
Registered Vehicle Fatality Rate (100,000)	13.10	10.54	13.68	14.19	11.75	12.58	12.90	12.18	13.89
Population Fatality & Serious Injury Rate (100,000)	873.7	818.4	753.9	713.5	739.4	738.7	705.8	682.3	613.3
Alcohol Involved Fatalities	58	43	53	44	45	71	60	67	79
VMT Alcohol Fatality Rate	0.75	0.51	0.56	0.50	0.50	0.76	0.62	0.66	0.77
Population Alcohol Fatality Rate (100,000)	5.1	3.5	4	3.6	3.7	5.7	4.8	5.3	6.2
Percent Population Using Seat Belts	80.5%	80.3%	80.4%	83.5%	90.4%	91.8%	94.3%	95.3%	93.7%
Percent Fatal Vehicle Occupants Unbelted	34.7%	55.9%	54.9%	51.8%	51.7%	43.6%	48.2%	41.4%	37.5%

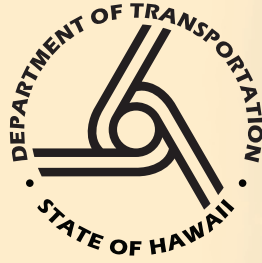




# Federal Aid Reimbursement

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 Funds Previous Amount Claimed	Federal Funds Claimed this Period
<b>NHTSA</b>						
<b>NHTSA 402</b>						
Planning and Administration	\$32,990.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00
Alcohol	\$200,819.27	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00
Emergency Medical Services	\$27,627.45	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00
Motorcycle Safety	\$100,000.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00
Occupant Protection	\$467,526.38	\$257,999.06	\$523,552.81	\$418,842.24	\$418,842.24	\$0.00
Pedestrian/Bicycle Safety	\$150,000.00	\$115,349.58	\$162,130.99	\$129,704.79	\$129,704.79	\$0.00
Police Traffic Services	\$82,607.32	\$29,668.32	\$37,085.40	\$29,668.32	\$18,976.72	\$10,691.60
Traffic Records	\$184,766.07	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00
Safe Communities	\$439,350.00	\$245,298.04	\$481,753.27	\$385,402.61	\$379,591.05	\$5,811.56
Speed Control	\$245,016.93	\$110,670.19	\$142,101.83	\$113,681.46	\$113,681.46	\$0.00
<b>NHTSA 402 TOTAL</b>	<b>\$1,930,703.42</b>	<b>\$758,985.19</b>	<b>\$1,346,624.30</b>	<b>\$1,077,299.42</b>	<b>\$1,060,796.26</b>	<b>\$16,503.16</b>
<b>405 OP SAFETEA-LU TOTAL</b>	\$159,874.00	\$119,067.21	\$476,268.84	\$119,067.21	\$83,547.55	\$35,519.66
<b>406 SAFETY BELTS INCENTIVE TOTAL</b>	\$1,568,500.00	\$299,502.07	\$384,851.19	\$384,851.19	\$384,851.19	\$0.00
<b>408 DATA PROGRAM SAFETEA-LU TOTAL</b>	\$715,198.69	\$40,991.52	\$66,086.51	\$52,869.20	\$52,869.20	\$0.00
<b>410 ALCOHOL SAFETEA-LU TOTAL</b>	\$832,149.55	\$346,695.81	\$462,261.09	\$346,695.81	\$310,801.90	\$35,893.91
<b>2010 MOTORCYCLE SAFETY INCENTIVE TOTAL</b>	\$200,000.00	\$94,967.04	\$94,967.04	\$94,967.04	\$0.00	\$94,967.04
<b>157 INCENTIVE FUNDS TOTAL</b>	\$7,522.73	\$7,522.73	\$9,403.41	\$7,522.73	\$7,522.73	\$0.00
<b>NHTSA TOTAL</b>	<b>\$5,413,948.39</b>	<b>\$1,667,731.57</b>	<b>\$2,840,462.38</b>	<b>\$2,083,272.60</b>	<b>\$1,900,388.83</b>	<b>\$182,883.77</b>
<b>GRAND TOTAL</b>	<b>\$5,413,948.39</b>	<b>\$1,667,731.57</b>	<b>\$2,840,462.38</b>	<b>\$2,083,272.60</b>	<b>\$1,900,388.83</b>	<b>\$182,883.77</b>





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