

Annual Report

FEDERAL FISCAL YEAR 2024

State of Hawaii Department of Transportation



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ACRONYMS AND DEFINITIONS

This guide provides a quick reference to the terms, acronyms and abbreviations used throughout this annual report.

3HSP Triennial Highway Safety Plan 2024- 2026

Affected Community Any community that is described by social, demographic, economic, and crash data as being disproportionately disadvantaged in the transportation system.

ALICE Asset Limited Income Employment Restrained report from united way used to describe economic and social impacts to communities across the United States.

BIL Bipartisan Infrastructure Law

CIOT Click It or Ticket

CPS Child Passenger Safety

DAID Drug and Alcohol Intoxicated Driving

DOH Hawaii State Department of Health

DRE Drug Recognition Expert

DTS City & County of Honolulu, Department of Transportation Services

DWI Court Driving While Impaired Court

FARS Fatality Analysis Reporting System

FFY Federal Fiscal Year

FHWA Federal Highway Administration

GHSA Governors Highway Safety Association

HCPD Hawaii County Police Department

HDOT Hawaii Department of Transportation

HIGLS Hawaii Incident Geo-Locating System

HPD Honolulu Police Department

HSIP Highway Safety Improvement Plan, which guides HDOT safety projects.

HVE High Visibility Enforcement

IPTM Institute of Police Technology and Management

KIPC Keiki Injury Prevention Coalition

KPD Kauai Police Department

LEP Limited English Proficiency

LEL Law Enforcement Liaison

MED Mobile Electronic Device

MFD Maui Fire Department

Micromobility transportation or movement via a mode other than a traditional motor vehicle or motorcycle

MPD Maui Police Department

MMUCC Model Minimum Uniform Crash Criteria

NHTSA National Highway Traffic Safety Administration

OLA Office of Language Assistance

OVUII Operating a Vehicle Under the Influence of an Intoxicant

PPE Public Participation and Engagement

PSA Public Service Announcement

RMS Records Management System

SNI Socio-Needs Index

SHACA State of Hawaii Advanced Crash Analysis

SHSP Strategic Highway Safety Plan

SSA Safe System Approach

STEP Selective Traffic Enforcement Program

TRCC Traffic Records Coordinating Committee

TSRP Traffic Safety Resource Prosecutor

UH University of Hawaii at Manoa

VMT Vehicle Miles Traveled

VRUSA Vulnerable Road Users Safety Assessment

WWH Walk Wise Hawaii

PERFORMANCE REPORT

In accordance with [23 CFR Part 1300.35\(a\) \(BIL\)](#) the performance report is an assessment of the State's progress in achieving performance targets identified in the most recently submitted triennial HSP, as updated in the annual grant application, based on the most currently available data, including:

An explanation of the extent to which the State's progress in achieving those targets aligns with the triennial HSP (i.e., the State has (not) met or is (not) on track to meet target).

Performance Report Chart
FFY 2024 Annual Report

Performance Measure:	Target Period	Target Year(s) 2024-2026	Benchmark Value for FFY 24 listed in 3HSP	Preliminary State Data YR 2023 FFY 24 Progress Results	On Track to Meet FFY 24 Benchmark: YES/NO/In-Progress
C-1) Total Traffic Fatalities	3 Years	112	115	93	In-Progress

Target: Reduce annual traffic fatalities from 116 in 2022 to 112 by 2026

Annual 2024 target: 114

State's progress: Hawaii is on track to meet the FFY 2024 target.

State's activities within the 3HSP focused on reducing total traffic fatalities:

- Robust Public Participation and Engagement efforts
- Increased awareness to E-bike safety
- Collaborative effort between law enforcement and engineers
- Increase in paid and earned media efforts using local media influencers
- Increased resources and planned efforts in affected communities
- Community and Law Enforcement Engagement through Drive With Aloha Mural Project
- Increase in Safe and Sober Ride options
- Vulnerable Road Users Safety Assessment
- Vision Zero and Speed Management media exposure
- Occupant Protection HVE/ High Seat Belt Use Rate
- Improving SHACA data system

Countermeasure strategies: Hawaii will continue to reduce fatalities by implementing 3HSP projects and programs and that align with data-driven approach, are sensitive to affected communities as well help address deficiencies in enforcement, and communication. In addition, the 3HSP will align with Hawaii's updated SHSP strategies, HSIP projects, VRUSA, Vision Zero efforts, and the Safe System Approach.

Performance Report Chart
FFY 2024 Annual Report

Performance Measure:	Target Period	Target Year(s) 2024-2026	Benchmark Value for FFY 24 listed in 3HSP	SHACA Data YR 2023 FFY 24 Progress Results	On Track to Meet FFY 24 Benchmark: YES/NO/In-Progress
C-2) Serious Injuries in Traffic Crashes	3 Years	550	565	583	No

Target: Reduce the annual total annual serious injuries from 572 in 2022 to 550 by 2026.

Annual 2024 target: 560

State's progress: Hawaii will not meet our FFY 2024 target.

Countermeasure strategies: Hawaii will continue to work to reduce serious injuries in traffic crashes by implementing 3HSP projects and programs and that align with data-driven approach, are sensitive to affected communities, address deficiencies in enforcement, support identifying projects that are proactive in developing safe design. In addition, the 3HSP will align with Hawaii's updated SHSP strategies, HSIP projects, VRUSA, Vision Zero efforts, and the Safe System Approach.

Performance Report Chart
FFY 2024 Annual Report

Performance Measure:	Target Period	Target Year(s) 2024-2026	Benchmark Value for FFY 24 listed in 3HSP	Preliminary State Data YR 2023 FFY 24 Progress Results	On Track to Meet FFY 24 Benchmark: YES/NO/In-Progress
C-3) Fatalities/VMT	3 Years	1.06	1.09	NA*	In-Progress

Target: Reduce the annual total annual fatality rate from 1.14 in 2022 to 1.06 by 2026.

Annual 2024 target: 1.09

State's progress: Hawaii is likely on track to meet the FFY 2024 target. However, Fatalities/VMT rates are published around the same time as FARS.

Countermeasure strategies: Hawaii will continue to reduce the rate of Fatalities by Vehicle Miles Traveled by implementing 3HSP projects and programs and that align with data-driven approach, are sensitive to affected communities as well help address deficiencies in enforcement, and communication. In addition, the 3HSP will align with Hawaii's updated SHSP strategies, HSIP projects, VRUSA, Vision Zero efforts, and the Safe System Approach.

*Preliminary data measuring Fatalities/VMT results is not available

Performance Report Chart
FFY 2024 Annual Report

Performance Measure:	Target Period	Target Year(s) 2024-2026	Benchmark Value for FFY 24 listed in 3HSP	Preliminary State Data YR 2023 FFY 24 Progress Results	On Track to Meet FFY 24 Benchmark: YES/NO/In-Progress
C-4) Unrestrained Passenger Vehicle Occupant Fatalities, All Seat Positions	3 Years	18	18	17	In-Progress

Target: Reduce unrestrained occupant fatalities from 19 in 2022 to 18 through 2026.

Annual 2024 Target: 18

State's progress: Hawaii is on track to meet the FFY 2024 target.

State's activities within the 3HSP focused on reducing Unrestrained passenger Vehicle Occupant Fatalities:

- Increase in paid and earned media efforts using local media influencers
- Increase resources such as car seats and car seat stations in affected communities
- Occupant Protection HVE/ High Seat Belt Use Rate
- Full participation of CIOT National Mobilization Enforcement effort

Countermeasure strategies: To demonstrate constant performance among Unrestrained Passenger Vehicle Occupant fatalities, HDOT will implement 3HSP projects and programs and that align with data- driven approach, are sensitive to affected communities as well as to address any deficiencies in enforcement, public education, and program areas In addition, the 3HSP will align with Hawaii's SHSP strategies, new child passenger safety law, nighttime enforcement, Vision Zero efforts, and the Safe System Approach.

Performance Report Chart
FFY 2024 Annual Report

Performance Measure:	Target Period	Target Year(s) 2024-2026	Benchmark Value for FFY 24 listed in 3HSP	Data Source/ FFY 24 Progress Results	On Track to Meet FFY 24 Benchmark: YES/NO/In-Progress
C-5) Alcohol-Impaired Driving Fatalities	3 Years	27	29	32	In-Progress

Target: Reduce alcohol impaired driving fatality rolling average from 31 in 2022 to 27 by 2026.

Annual 2024 Target: 28

State's progress: Hawaii will likely not meet our FFY 2024 target. Hawaii set the 3HSP 2026 Alcohol-Impaired Driving fatalities target to demonstrate constant or improved performance over the three-year period, and to provide the most current data available, which included 3 pending toxicology reports for 2022. Preliminary results from state data demonstrate there were 32 alcohol-impaired driving fatalities, which is an increase of one from 2022.

Countermeasure strategies: To demonstrate constant performance among Alcohol-Impaired Driving fatalities, HDOT will implement 3HSP projects and programs and that align with data-driven approach, programs sensitive to affected communities, partner to address enforcement deficiencies, prosecution deficiencies, progress towards implementing an In-State Toxicology Testing Laboratory, continue community engagement with law enforcement, and continue to promote sober ride alternatives to alcohol-impaired individuals. In addition, the 3HSP will align with Hawaii's SHSP strategies, HVE, nighttime enforcement, Vision Zero efforts, and the Safe System Approach.

Performance Report Chart
FFY 2024 Annual Report

Performance Measure:	Target Period	Target Year(s) 2024-2026	Benchmark Value for FFY 24 listed in 3HSP	Preliminary State Data YR 2023 FFY 24 Progress Results	On Track to Meet FFY 24 Benchmark: YES/NO/In-Progress
C-6) Speeding-Related Fatalities	3 Years	47	47	54	In-Progress

Target: Maintain the annual number of speed-related fatalities at 47 through 2026.

2024 Annual Target: 47

State's progress: Hawaii will likely not meet our FFY 2024 target.

Countermeasure strategies: To reduce Speeding-Related Fatalities, HDOT will implement 3HSP projects and programs and that align with a data-driven approach, are sensitive to affected communities, address any deficiencies in speed enforcement, behavioral norms related to speeding, and overlapping program areas that are impacted by speeding, such as non-motorized road users and motorcycle operators. Hawaii's efforts will continue to implore partnerships with state and county engineers, law enforcement and communications. In addition, the 3HSP efforts will align with Hawaii's SHSP strategies, HSIP projects, VRUSA, State and County Vision Zero efforts, Oahu and Maui Metropolitan Planning Organization regional priorities, and the Safe System Approach.

Performance Report Chart
FFY 2024 Annual Report

Performance Measure:	Target Period	Target Year(s) 2024-2026	Benchmark Value for FFY 24 listed in 3HSP	Preliminary State Data YR 2023 FFY 24 Progress Results	On Track to Meet FFY 24 Benchmark: YES/NO/In-Progress
C-7) Motorcyclist Fatalities	3 Years	32	33	27	In-Progress

Target: Decrease the annual motorcyclist fatalities from 33 year in 2022 to 32 a year by 2026.

2024 Annual Target: 32

State's progress: Hawaii is on track to meet the FFY 2024 target. Hawaii set the 3HSP 2026 Motorcycle- Related fatalities target to demonstrate constant or improved performance over the three-year period, and to provide the most current data available.

State's activities within the 3HSP focused on reducing Motorcyclist Fatalities

- Increase in paid and earned media efforts using local media influencers
- Strategic Highway Safety Plan update

Countermeasure strategies: To continue to reduce fatalities, HDOT will implement 3HSP projects and programs and that align with a data-driven approach, are sensitive to affected communities, address any deficiencies in speed enforcement, behavioral norms related to motorcycle operators, and overlapping program areas that impact motorcycle riders, such as impaired riding, and speeding. Hawaii's efforts will continue to implore partnerships with our Basic Rider Course (BRC) provider and continue to identify ways to increase capacity of BRCs. In addition, the 3HSP efforts will align with Hawaii's SHSP strategies, HSIP projects, VRUSA, State and County Vision Zero efforts, and the Safe System Approach.

Performance Report Chart
FFY 2024 Annual Report

Performance Measure:	Target Period	Target Year(s) 2024-2026	Benchmark Value for FFY 24 listed in 3HSP	Preliminary State Data YR 2023 FFY 24 Progress Results	On Track to Meet FFY 24 Benchmark: YES/NO/In-Progress
C-8) Unhelmeted Motorcyclist Fatalities	3 Years	20	20	14	In-Progress

Target: Maintain annual Unhelmeted motorcyclist fatalities at 20 a year through 2026.

2024 Annual Target: 20

State's progress: Hawaii is on track to meet the FFY 2024 target. Hawaii set the 3HSP 2026 Unhelmeted Motorcyclist fatalities target to demonstrate constant or improved performance over the three-year period, and to provide the most current data available.

State's activities within the 3HSP focused on reducing Motorcyclist Fatalities

- Increase in paid and earned media efforts using local media influencers
- Strategic Highway Safety Plan update

Countermeasure strategies: To continue to reduce fatalities, HDOT will implement 3HSP projects and programs and that align with a data-driven approach, are sensitive to affected communities, address any deficiencies in speed enforcement, behavioral norms related to motorcycle operators, and overlapping program areas that impact motorcycle riders, such as impaired riding, and speeding. Hawaii's efforts will continue to implore partnerships with our Basic Rider Course (BRC) provider and continue to identify ways to increase capacity of BRCs. In addition, the 3HSP efforts will align with Hawaii's SHSP strategies, HSIP projects, VRUSA, State and County Vision Zero efforts, and the Safe System Approach.

Performance Report Chart
FFY 2024 Annual Report

Performance Measure:	Target Period	Target Year(s) 2024-2026	Benchmark Value for FFY 24 listed in 3HSP	Preliminary State Data YR 2023 FFY 24 Progress Results	On Track to Meet FFY 24 Benchmark: YES/NO/In-Progress
C-9) Drivers Aged 20 or Younger Involved in Fatal Crashes	3 Years	7	7	6	In-Progress

Target: Reduce Young Driver Fatalities from 8 in 2022 to 7 a year by 2026.

Annual 2024 Target: 7

State's progress: Hawaii is on track to meet the FFY 2024 target. Hawaii set the 3HSP 2026 Young Driver fatalities target to demonstrate constant or improved performance over the three-year period, and to provide the most current data available.

State's activities within the 3HSP focused on reducing total traffic fatalities:

- Robust Public Participation and Engagement in two identified communities
- Increased awareness to E-bike safety
- Increase in paid and earned media efforts using local media influencers
- Increase resources and efforts in affected communities
- Community and Law Enforcement Engagement through Drive With Aloha Mural Project
- Occupant Protection HVE/ High Seat Belt Use Rate

Countermeasure strategies: To continue reducing Young Driver Fatalities, HDOT will continue to implement 3HSP projects and programs focusing on young drivers. In addition, the 3HSP will align with Hawaii's SHSP strategies, HVE, positive social norming, youth empowerment, Vision Zero efforts, and the Safe System Approach.

Performance Report Chart
FFY 2024 Annual Report

Performance Measure:	Target Period	Target Year(s) 2024-2026	Benchmark Value for FFY 24 listed in 3HSP	Preliminary State Data YR 2023 FFY 24 Progress Results	On Track to Meet FFY 24 Benchmark: YES/NO/In-Progress
C-10) Pedestrian Fatalities	3 Years	28	28	22	In-Progress

Target: Maintain Pedestrian Fatalities from 28 a year in 2022 to 28 a year by 2026.

Annual 2024 Target: 28

State's progress: Hawaii is on track to meet the FFY 2024 target. Hawaii set the 3HSP 2026 Pedestrian fatalities target to demonstrate constant or improved performance over the three-year period, and to provide the most current data available.

Countermeasure strategies: To continue to reduce fatalities, HDOT will implement 3HSP projects and programs and that align with a data-driven approach, are sensitive to affected communities, address any deficiencies in enforcement, behavioral norms related to pedestrian crashes, and overlapping program areas that impact by pedestrian safety, such as speeding and impaired driving. Hawaii's efforts will continue to implore partnerships with state and county engineers, law enforcement and communications. In addition, the 3HSP efforts will align with Hawaii's SHSP strategies, HSIP projects, VRUSA, State and County Vision Zero efforts, OMPO regional priorities, Safe Routes To School, and the Safe System Approach.

Performance Report Chart
FFY 2024 Annual Report

Performance Measure:	Target Period	Target Year(s) 2024-2026	Benchmark Value for FFY 24 listed in 3HSP	Preliminary State Data YR 2023 FFY 24 Progress Results	On Track to Meet FFY 24 Benchmark: YES/NO/In-Progress
C-11) Bicyclist Fatalities	3 Years	7	7	8	In-Progress

Target: Maintain Pedestrian Fatalities from 7 a year in 2022 to 7 a year by 2026.

Annual 2024 Target: 7

State's progress: Hawaii will likely not meet our FFY 2024 target. Hawaii set the 3HSP 2026 Bicyclist fatalities target to demonstrate constant or improved performance over the three-year period, and to provide the most current data available. However, electric mobility

Countermeasure strategies: To reduce fatalities, HDOT will implement 3HSP projects and programs and that align with a data-driven approach, are sensitive to affected communities, address any deficiencies in enforcement, behavioral norms related to bicyclist crashes, and overlapping program areas that impact by bicyclist safety, including the increase in the prevalence of e-bike and e-mobility use. Hawaii's efforts will continue to implore partnerships with state and county engineers, law enforcement and communications. In addition, the 3HSP efforts will align with Hawaii's SHSP strategies, HSIP projects, VRUSA, State and County Vision Zero efforts, OMPO regional priorities, Safe Routes To School, and the Safe System Approach.

Performance Report Chart
FFY 2024 Annual Report

Performance Measure:	Target Period	Target Year(s) 2024-2026	Benchmark Value for FFY 24 listed in 3HSP	NHTSA Certified State Survey YR 2023 FFY 24 Progress Results	On Track to Meet FFY 24 Benchmark: YES/NO/In-Progress
B-1) Observed Seat Belt Use for Passenger Vehicles, Front Seat Outboard Occupants (State Survey)	Annual	95.8	95.8	97.17	Yes

Target: Maintain an Observed Seat Belt Use Rate above 90 percent.

Annual 2024 Target: 95.8

State's progress: Hawaii is on track to meet the FFY 2024 target.

Countermeasure strategies: To demonstrate constant performance among Hawaii's Observed Seat Belt Use for Passenger Vehicles, Front Seat Outboard Occupants, HDOT will continue to implement 3HSP projects and programs and that align with a data-driven approach, are sensitive to affected communities as well as to address any deficiencies in enforcement, participate in CIOT and HVE, public education, and program areas. In addition, the 3HSP will align with Hawaii's SHSP strategies, new child passenger safety law, nighttime enforcement, Vision Zero efforts, and the Safe System Approach.

ACTIVITY REPORT

In accordance with [23 CFR Part 1300.35\(b\) \(BIL\)](#)

- (1) An explanation of reasons for projects that were not implemented.*
 - (2) A narrative description of the public participation and engagement efforts carried out and how those efforts informed projects implemented under countermeasure strategies during the grant year.*
 - (3) A description of the State's evidence-based enforcement program activities, including discussion of community collaboration efforts and efforts to support data collection and analysis to ensure transparency, identify disparities in traffic enforcement, and inform traffic enforcement policies, procedures, and activities; and*
 - (4) Submission of information regarding mobilization participation (e.g., participating and reporting agencies, enforcement activity, citation information, paid and earned media information).*
-

ACTIVITIES NOT CONDUCTED

PT24-S-02: Law Enforcement Liaison Consultant.

Law enforcement and the Highway Safety Office staff were surveyed in 2023 to identify professional expectations desired in an individual wishing to be a Law Enforcement Liaison for the Department of Transportation. A position description was promoted as a contract, however, there were no applicants. Recommendations were to recruit law enforcement with key leadership roles in addition to adjust potential rate of pay to match expectations. Revisions will be considered and the LEL position will be promoted during the FFY 2025 and future grant application cycles until filled.

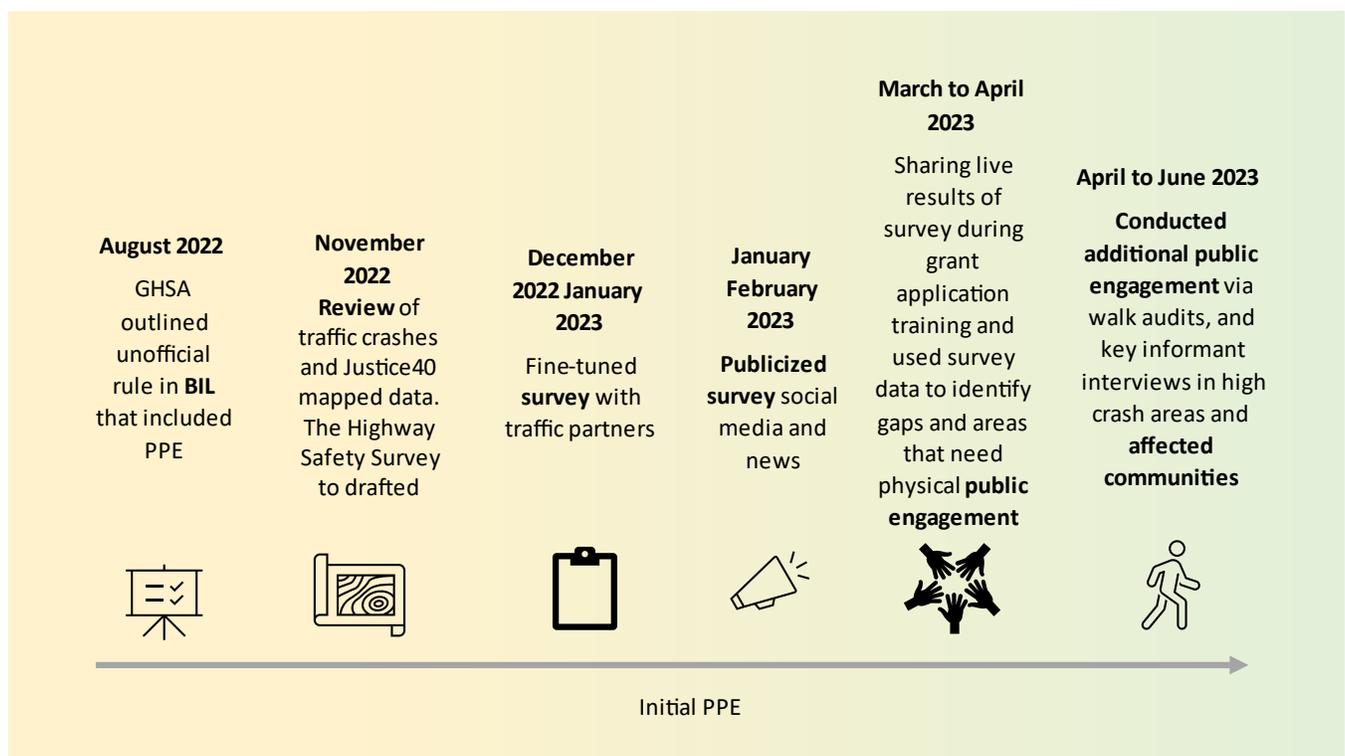
AL24-S-06: Impaired Driving Coordinator and Community Liaison.

Law enforcement and the Highway Safety Office staff were surveyed in 2023 to identify professional expectations desired in an individual wishing to be an Impaired Driving Coordinator and Community Liaison. The position was promoted, however, there were no applicants. Recommendations were to consider promoting the idea under a public relations firm to gain more earned media and attention as it remains a leading factor in fatal crashes. The coordinator contract will be promoted during the FFY 2025 and future grant application cycles until filled.

PUBLIC PARTICIPATION AND ENGAGEMENT EFFORTS

According to Title 23 Chapter 1300 of the Code of Federal Regulations this section summarizes Hawaii’s public participation and engagement efforts and how those efforts informed projects implemented under countermeasure strategies during the FFY 2024 grant year.

INITIAL PUBLIC PARTICIPATION AND ENGAGEMENT EFFORTS



PPE Initial Progress Table 1

Goal	Progress	Comment
Gather and Review crash, demographic, social, economic data to inform 3HSP	Complete	Used Socio Needs Index (SNI) and ALICE report vs. Justice40
Conduct public engagement opportunities	Complete	Used a combination of a public survey (1700+ respondents), key informant interviews, walk audits/ assessments of areas identified in ALICE/SNI
Hosted Grant Application Training to help applicants identify and incorporate PPE info into their applications	Complete	4 qualified subrecipients incorporated data into grant application

The State's goals for the *initial* public engagement efforts, including how the public engagement efforts are contributing to the highway safety planning process and program:

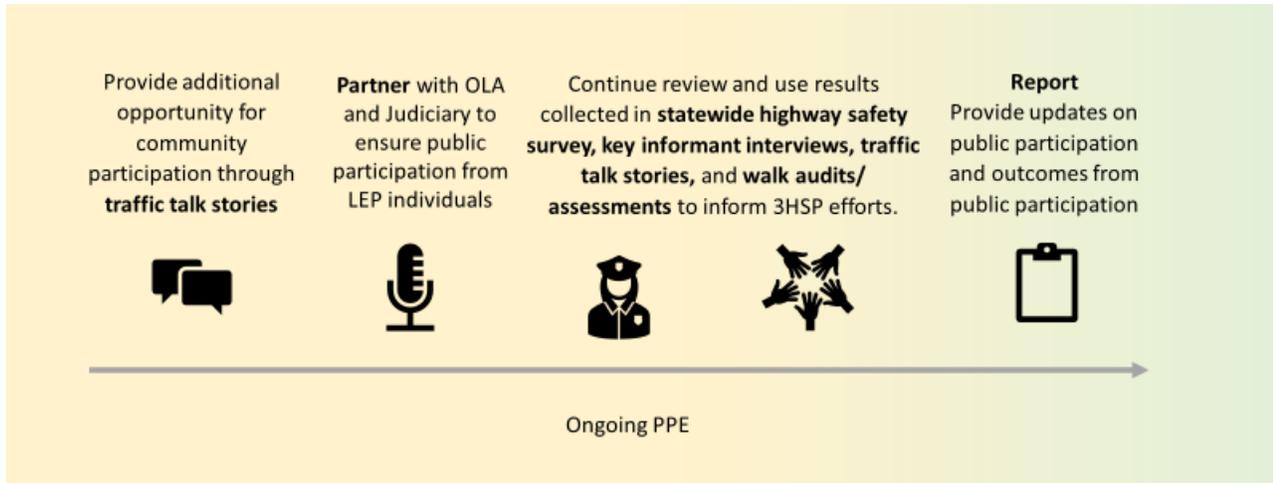
Initial Effort August 2022- September 2023:

- 1) Gathered and reviewed crash data, social, demographic, and economic data to help identify traffic safety problems
- 2) Conduct the following public engagement opportunities through a comprehensive Highway Safety Survey.

Results of effort: PPE efforts informed 3HSP, HSIP, SHSP.

To date over 1700 individuals representing individual traffic safety concerns have completed the Highway Safety Survey. Results of the survey were reviewed in conjunction with data from ALICE and available crash data to formulate the original 6 focus communities throughout the State.

STATE GOALS FOR ONGOING PPE



The State's goals for the *ongoing* public engagement efforts, including how the public engagement efforts are contributing to the highway safety planning process and program:

PPE Ongoing Progress Table 2

Goal	Progress	Comment
Review results of Highway Safety Survey, Key Informant Interviews, Community Engagement Activities	Ongoing	Program Administration activities resulted in robust involvement in 2 of the 6 outlined communities in the 3HSP (Hawaii County and Kalihi/ Sand Island/Nimitz)
Conduct public engagement opportunities	Complete	Used a combination of a public survey (1700+ respondents), key informant interviews, walk audits/ assessments of areas identified in ALICE/SNI

How PPE Efforts Informed FFY 2024 Projects Implemented Under Countermeasure Strategies

Initial results from the Highway Safety Survey were shared with potential FFY2024 grant applicants at a grant application training. The training also covered Key Informant Interviews, Walk Audits and Highway Safety Survey and that those results could be used to identify enforcement and communications strengths and weaknesses to aid in their problem identification section of their application. It was explained that Highway Safety Survey data provided zip code information that would allow applicants to identify more specific regions that can be linked to socio-demographic data to better identify underserved or affected communities. Several grant applicants applied data found in the initial survey and PPE efforts, to their grant applications.

Data helped form what has been referred to as the 6-pack of communities throughout the state that are either affected because of socio-economic challenges, high-crash prevalence, or identified by through concerns expressed by the community.

The following efforts were implemented in FFY 2024:

- University of Hawaii at Manoa applied for a Qualitative Research Project focusing on two key communities identified in our 3HSP (Ka'u and Kalihi).
- Flagman Inc. expanded their project to Molokai, which was also among the 6 initial communities identified.
- Hawaii Bicycling League's e-bike Etiquette and Safety Video Series project came out of numerous concerns surrounding e-bike riders voiced in our Highway Safety Survey.
- The FFY 2024 AGA included a Public Participation and Engagement Coordinator
- Data collected during the PPE planning process has been shared with traffic safety partners during stakeholder meetings and grant application meetings.
- Data was incorporated into some grant applications to help grantee state meaningful goals and objectives related to traffic safety issues facing identified communities in the 3HSP.

ADDITIONAL AFFECTED COMMUNITY ADDED

August 8, 2023, marked the tail end of a dry summer and yet the middle of hurricane season. That day, Hurricane Dora passed to the south of the islands, resulting in minimal precipitation, yet winds reaching over 70 miles per hour. High winds stoked the deadliest fire Hawaii, and North America has seen in over 100 years. The fire on Maui was both deadly and

devastating, impacting over 12,000 residents of Lahaina and Kula, Maui. The aftermath of the fire took the lives of 102 Lahaina residents, and destroyed approximately 3,000 structures including homes, schools, churches, and businesses. Along with this tragedy, thousands of residents were displaced from their home, school, and work.

The State and Hawaii Department of Transportation are committed to helping the families that were impacted by the fire. The Triennial Highway Safety Plan was modified in 2024 to add Maui to the list affected communities and has encouraged grantees to work to provide safety programs to the residents of Maui, and especially those that may have been displaced by the fire.

PUBLIC PARTICIPATION AND ENGAGEMENT PROJECT HIGHLIGHT

Ka'u School Transportation

Initial Public Participation and Engagement planning efforts highlighted Ka'u district as one of the main affected communities in Hawaii County. The district is one of the six affected communities selected in the Triennial Highway Safety Plan. The region consists of agricultural land, Hawaiian Homelands, and unincorporated communities. Unincorporated communities do not normally connect to the county grid, which means residents may pay less for property, however, common utilities like running water, adequately paved roads, or electricity are not always present.

Public Participation and Engagement efforts included coordinating 3 community focus groups and 3 school focus groups for the communities of Ocean View, Discovery Bay, and Pahala, which are all communities within the Ka'u district.

During the community and school focus groups two core questions were asked of the participants:

- 1) What traffic safety issues do you face commuting or walking to school/ transit?
- 2) What would be some immediate solutions to help make your journey safer?

The PPE effort included partnering with a Hawaii based foundation *Ulu Pono* to provide accommodations for attendees. They provided unrestricted funds to cover the cost of food for attendees. Fortunately, Ka'u High School and a local church provided venue accommodations. The PPE effort included partnering with a community liaison, afterschool tutor, local bus driver, law enforcement, the Na'alehu Elementary School principal, Ka'u High School Principal and Vice Principal and other key stakeholders in the community to understand what was needed to conduct the focus groups and understand what should be arranged to accommodate participation from different sectors within the community.

One of the community focus groups focused on engaging with the Marshallese community. English is not their primary language, and translation services often struggle to convey correct translation. Partnering with a Marshallese pastor and community liaison helped us convey the correct questions as well as provide the community with an appropriate means to express their traffic safety concerns and solutions.

Families from Ka'u were encouraged to fill out a traffic safety survey, which helped us identify root issues to transportation challenges. Results of the survey conveyed school children travel long distances over challenging terrain to gain access to school bus or public transportation options. It was also identified that the community of Ocean View lacked lighting, paved shoulders, and bus shelters. The community also shared a need for their children to have secure footwear, items to help make them visible when walking, means to deflect aggressive dogs, and desire for safe bus shelters.

Hawaii Department of Transportation applied for a GHSA Youth Active Transportation grant to help secure supplies to meet immediate needs of the community. Items included: safety lights, reflectors, ponchos, shoes, and high visibility backpacks. Items were given to every family that requested them through the survey and youth in the district that used school and public transportation.

Future efforts will include University of Hawaii's Qualitative Research and continue incorporate research results to complement specific safety issues in affected communities outlined in the 3HSP and PPE efforts.

EVIDENCE BASED LAW ENFORCEMENT

State's evidence-based enforcement program included traditional high visibility enforcement activities, such as saturation patrols, sobriety checkpoints, and special operations to address nighttime seat belt use and cell phone use.

The Traffic Divisions throughout all four counties continue to strengthen their unique and powerful partnerships directly with the local community. The Drive with Aloha mural project, child passenger safety week, and memorialized sobriety check points are examples of community collaboration efforts with law enforcement. In addition, several counties have participated in what is called "coffee with a cop", which invites the local community in for a cup of coffee to discuss their safety issues with law enforcement. Throughout FFY 2024, 363 traffic safety community engagement projects were conducted, with the vast majority conducted in Hawaii County and within affected communities identified in the PPE efforts.

To address data needs, all four county police departments participate bi-monthly with the Traffic Records Coordinating Committee (TRCC), which supports data collection and analysis to provide meaningful data in planning and to the public, identify core issues impacting traffic enforcement, and inform traffic enforcement policies and procedures. This past year the TRCC played an important role in providing meaningful input into the updated Strategic Highway Safety Plan, which now incorporates the Vulnerable Road Users Safety Assessment and the Safe System Approach. In addition, efforts are moving towards MMUCC compliance.

All four county police departments participated in the following National Mobilizations:

- *Click It or Ticket* Seat Belt Enforcement
- *Put the Phone Away or Pay* Distracted Driving Enforcement
- *Drive Sober or Get Pulled Over* Impaired Driving - Summer and Winter
- *If You Feel Different, You Drive Different. Drive High Get a DUI.* Summer and Winter
- *Ride Sober or Get Pulled Over* Summer – Motorcycle

Federal Fiscal Year 2024 marked a year of increased paid media surrounding National Mobilizations and highlighted issues in the 3HSP such as speeding, e-bike safety and pedestrian safety.

EVIDENCE-BASED ENFORCEMENT SUMMARY IMPAIRED DRIVING

All four counties participated in both summer and winter National Mobilizations, which included sobriety check points, saturation patrols, and paid and earned media.

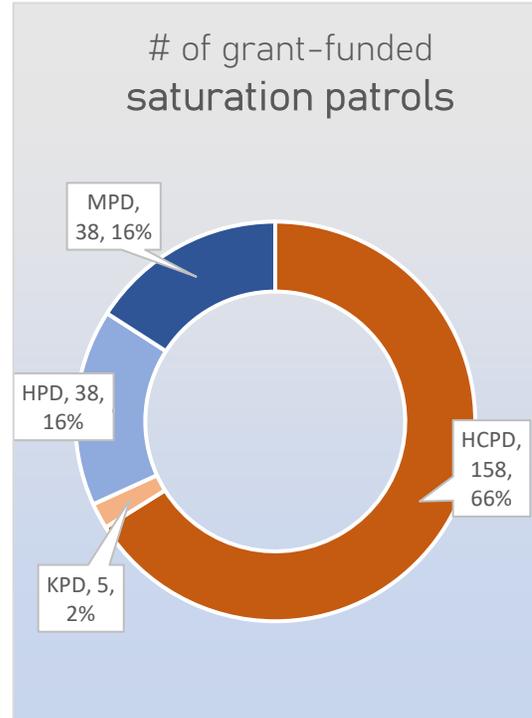
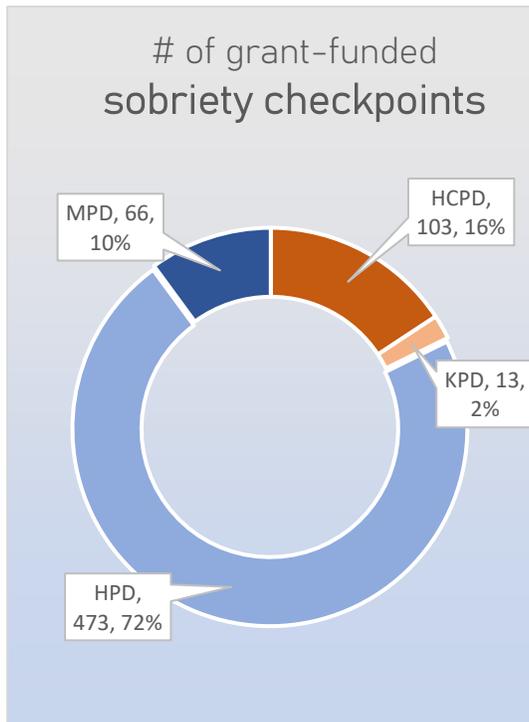
Hawaii County, Honolulu County, and Maui County continue to conduct what they like to call legacy or memorial checkpoints, which are hosted in honor of a family who lost a loved one to an impaired driving crash. The legacy check points include a media release, community sign waving near the original crash location, followed by a check point. Not only do they serve as reminder to those we lose to deadly crashes, but they also provide an opportunity and space for family members to turn their grief into an active voice to the community about the importance of driving sober or finding a sober ride. Legacy check points have also been a focal point for law enforcement to develop strong connections and partnerships with the community.

In Honolulu County, Coalition for Drug Free Hawaii and Keep It Flowing partnered with the Department of Transportation to create six Drive With Aloha murals at six different High Schools on Oahu. These murals were done as a collaborative community effort to bring awareness to preventing underage drinking and impaired driving. Each mural creation involved direct participation from High School students. Each mural had a ceremonial unveiling, which included personal stories from victim's families, and powerful statements made by community leaders and law enforcement. District representatives from Law Enforcement got a chance to connect with students and the community throughout the duration of each mural project.



ENFORCEMENT SUMMARY IMPAIRED DRIVING CONTINUED

In summary, throughout all four counties conducted a total of 655 grant funded sobriety checkpoints and 239 saturation patrols.



100 % PARTICIPATION

IN WINTER AND SUMMER

NATIONAL MOBILIZATIONS

Drive Sober or Get Pulled Over

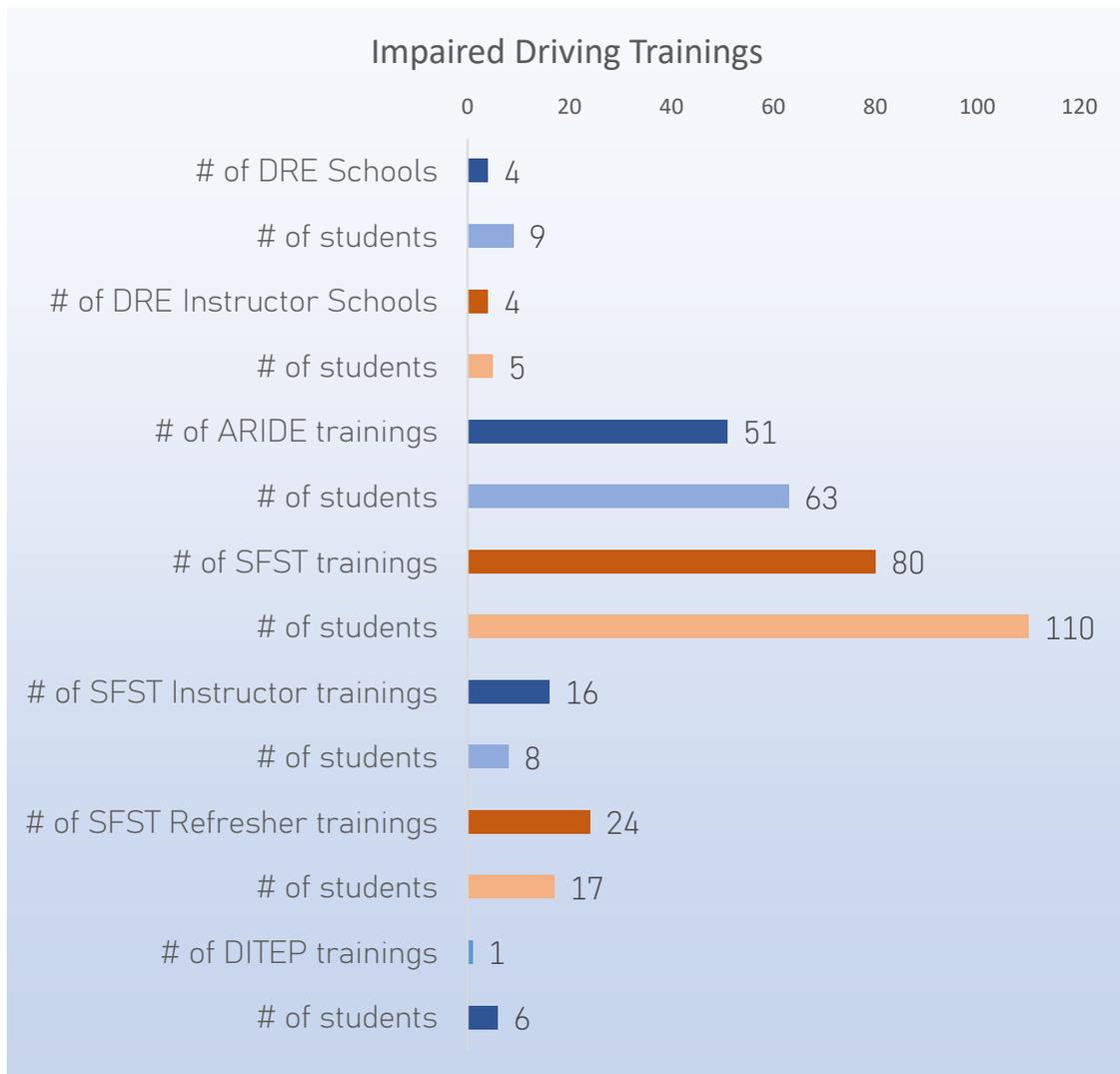
If You Feel Different You Drive Different. Drive High, Get a DUI

EXTENDED SUPPORT

Ride Sober or Get Pulled Over (Motorcycle Safety)

ENFORCEMENT SUMMARY IMPAIRED DRIVING

As a part of enforcement efforts Drug Recognition Expert, Advanced Roadside Impaired Driving Enforcement, and Standardized Field Sobriety Test trainings were held throughout the year to ensure adequate training opportunities and allow officers to update appropriate certifications needed in conducting impaired driving operations.

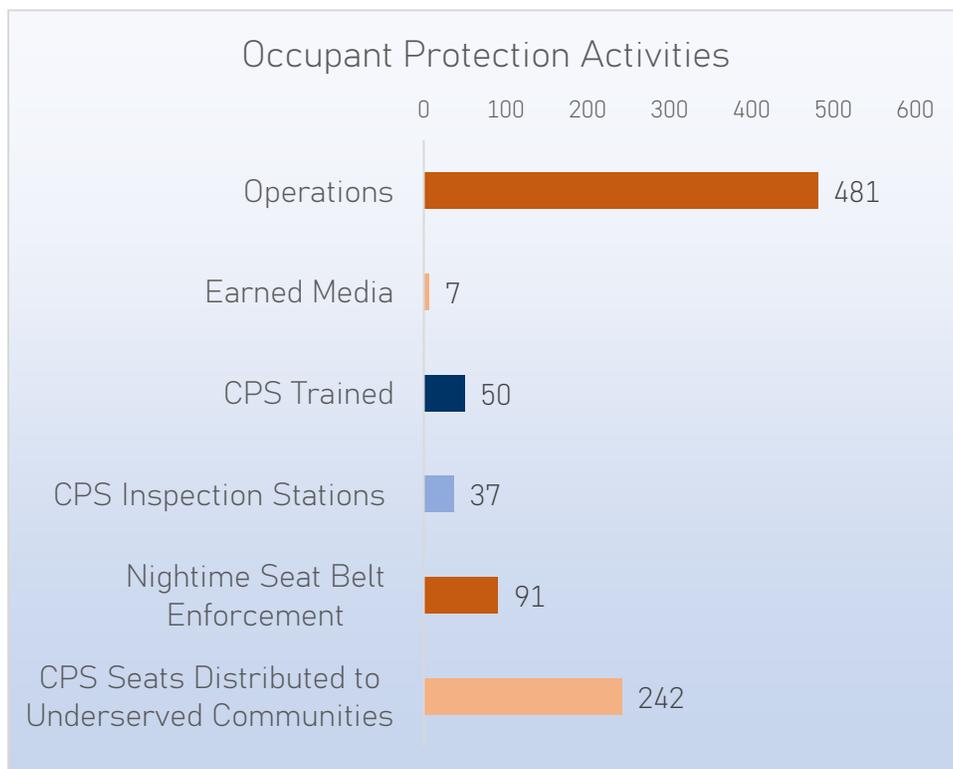


EVIDENCE-BASED ENFORCEMENT SUMMARY OCCUPANT PROTECTION

All four counties participated in *Click It or Ticket* National Mobilization, and Child Passenger Safety Week.

Hawaii County Police Department conducted 239 of the 481 occupant protection operations and focused on affected communities outlined in the 3HSP.

In addition, 242 car seats were distributed to underserved communities throughout the state.



100 % Participation All Counties

Child Passenger Safety Week
National Mobilization *Click It or Ticket*
Community Engagement Opportunities



It's part of the state's Click It or Ticket campaign which aims to promote seatbelt safety and awareness.

ENFORCEMENT SUMMARY SPEED, DISTRACTED DRIVING, PEDESTRIAN SAFETY, AND TRAINING

All four counties participated in *Put Down the Phone or Pay* Distracted Driving National Mobilization during the month of April. Paid media and special attention were given to Distracted Driving Awareness month, Hawaii's Pedestrian Safety Month, and Speeding.



Speeding, Distracted Driving, Pedestrian Safety & Police Training Activities



SUMMARY OF PAID AND EARNED MEDIA EFFORTS

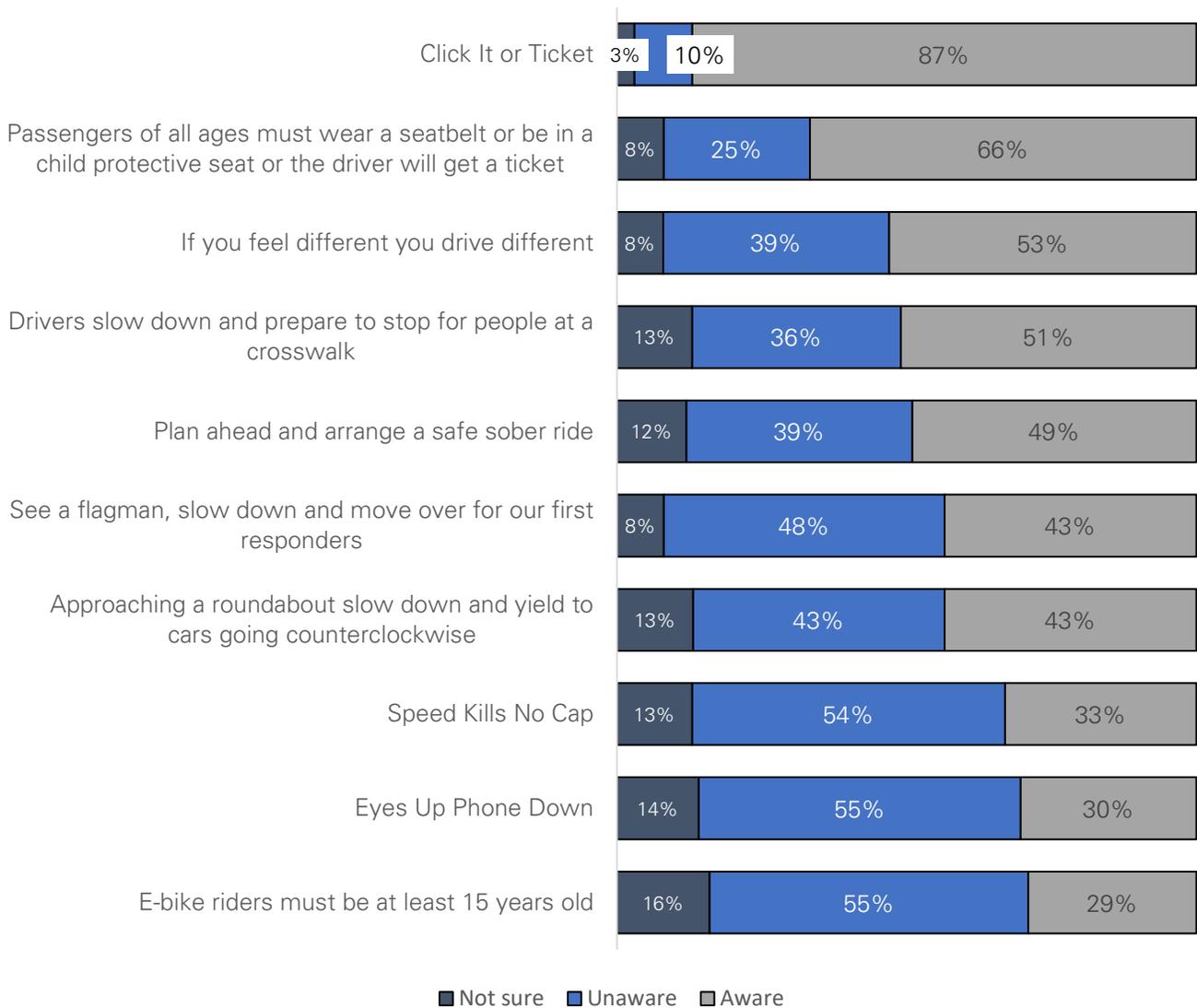
Project/ Campaign	Earned Media/ Stories	Paid Media Investment	Audience	Estimated Impressions Reported	3HSP Priority
<i>Speeding</i>	255 Earned Spots 2 Stories	Yes	Drivers, Sports Fans	2,480,000	Yes
<i>E-bike Safety</i>	1600 Earned Spots 3 Stories	Yes	E-Bike Operators, Parents, Drivers	1,461,275	Yes
<i>Distracted Driving (National Mobilization)</i>	255 Earned Spots	Yes	Drivers	2,900,000	Yes
<i>Heatstroke Prevention</i>	48 Earned Spots	Yes	Parents and Drivers	2,018,000	Yes
<i>3 foot passing Bike Safety</i>	20 Earned Spots	Yes	Drivers	115,000	Yes
<i>Motorcycle Safety Awareness</i>	12 Earned Spots	Yes (State Match)	Drivers and Motorcycle Operators	1,564,466	Yes
<i>Click It Or Ticket (National Mobilization)</i>	138 Earned Spots 75 Stories	Yes	Drivers	3,094,327	Yes
<i>Drive Sober or Get Pulled Over (National Mobilization Winter)</i>	1400 Earned Spots	Yes	Drivers	1,175,400	Yes
<i>If You Feel Different You Drive Different. Drive High, Get a DUI (National Mobilization Winter)</i>	1400 Earned Spots	Yes	Driers	1,095,400	Yes

Project/ Campaign	Earned Media/ Stories	Paid Media Investment	Audience	Estimated Impressions Reported	3HSP Priority
<i>Ride Sober or Get Pulled over (National Mobilization Winter)</i>	1600 Earned Spots	Yes	Motorcycle Operators	115,400	Yes
<i>Child Passenger Week</i>	7 Stories	Yes	Parents/Drivers	4,951,000	Yes
<i>Pedestrian Safety Month (Hawaii)</i>	89 Stories	Yes	Pedestrians/ Drivers	750,000	Yes
<i>Drive Sober or Get Pulled Over (National Mobilization Summer)</i>	1700 Earned Spots	Yes	Drivers	4,843,400	Yes
<i>If You Feel Different You Drive Different. Drive High, Get a DUI (National Mobilization Summer)</i>	1400 Earned Spots	Yes	Drivers	3,186,400	Yes
<i>Impaired Driving (Drive With Aloha Mural)</i>	11 Stories	No	Drivers/ Students	8,234	Yes
<i>Impaired Driving (Drug)</i>		Yes	Drivers	1,228,000	Yes
<i>Move Over/ Flagman</i>	63 earned spots 3 Stories	Yes	Drivers	1,440,000	Yes
<i>Pedestrian Safety Month (National)</i>	2 Stories	Yes	Drivers and Pedestrians	1,261,000	Yes

BEHAVIORAL SURVEY MESSAGE AWARENESS

Each year, Hawaii Department of Transportation conducts a behavioral survey to gauge different safe driving, walking, motorcycle, and bike riding behaviors throughout the state. The survey includes a breakdown of the different types of messaging conveyed in our traffic safety campaigns throughout the year.

Q: Within the past year have you heard or seen the following messages?



The Behavioral survey demonstrates that awareness is still the strongest with occupant protection messaging.