

# Annual Report

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FEDERAL FISCAL YEAR 2025

State of Hawai'i Department of Transportation

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|-----------------------------------------------------------------------------------------|-----------|
| <b>ACRONYMS AND DEFINITIONS.....</b>                                                    | <b>2</b>  |
| <b>PERFORMANCE REPORT.....</b>                                                          | <b>5</b>  |
| TRAFFIC FATALITIES C-1 .....                                                            | 6         |
| SERIOUS INJURIES IN TRAFFIC CRASHES C-2 .....                                           | 7         |
| FATALITIES/ 100M VMT C-3 .....                                                          | 8         |
| UNRESTRAINED PASSENGER VEHICLE OCCUPANT FATALITIES, ALL SEAT POSITIONS C-4 .....        | 9         |
| ALCOHOL-IMPAIRED DRIVING FATALITIES C-5.....                                            | 10        |
| SPEEDING-RELATED FATALITIES C-6 .....                                                   | 11        |
| MOTORCYCLIST FATALITIES C-7 .....                                                       | 12        |
| UNHELMETED MOTORICYCLIST FATALITIES C-8 .....                                           | 13        |
| YOUNG DRIVER FATALITIES C-9.....                                                        | 14        |
| PEDESTRIAN FATALITIES C-10 .....                                                        | 15        |
| BICYCLIST FATALITIES C-11.....                                                          | 16        |
| OBSERVED SEAT BELT USE RATE C-12.....                                                   | 17        |
| <b>ACTIVITY REPORT.....</b>                                                             | <b>18</b> |
| <b>ACTIVITIES NOT CONDUCTED.....</b>                                                    | <b>19</b> |
| FFY 2025 PROJECT ADDITIONS AND CHANGES.....                                             | 19        |
| <b>PUBLIC PARTICIPATION AND ENGAGEMENT EFFORTS.....</b>                                 | <b>20</b> |
| <b>EVIDENCE BASED LAW ENFORCEMENT AND LAW ENFORCEMENT COMMUNITY COLLABORATION. 26</b>   |           |
| <b>IMPAIRED DRIVING EVIDENCE-BASED ENFORCEMENT .....</b>                                | <b>28</b> |
| HONOLULU POLICE DEPARTMENT (HPD) IMPAIRED DRIVING COMMUNITY ENGAGEMENT ACTIVITIES ..... | 28        |
| MAUI POLICE DEPARTMENT (MPD) IMPAIRED DRIVING COMMUNITY ENGAGEMENT ACTIVITIES.....      | 30        |
| KAUAI POLICE DEPARTMENT (KPD) IMPAIRED DRIVING COMMUNITY ENGAGEMENT ACTIVITIES .....    | 32        |
| HAWAII POLICE DEPARTMENT (HCPD) IMPAIRED DRIVING COMMUNITY ENGAGEMENT ACTIVITIES .....  | 33        |
| IMPAIRED DRIVING TRAINING AND COMMUMMUNITY OUTREACH BREAKDOWN .....                     | 35        |
| <b>OCCUPANT PROTECTION EVIDENCE-BASED ENFORCEMENT .....</b>                             | <b>37</b> |
| Honolulu Police Department.....                                                         | 37        |
| Kaua'i Police Department .....                                                          | 37        |
| Hawai'i County (Hawai'i Police Department) .....                                        | 37        |
| Maui Police Department.....                                                             | 37        |
| <b>SELECTIVE TRAFFIC ENFORCEMENT PRIORITIES.....</b>                                    | <b>39</b> |
| Speed Enforcement .....                                                                 | 39        |
| Distracted Driving Enforcement & Education.....                                         | 40        |
| <b>SUMMARY OF PAID AND EARNED MEDIA EFFORTS.....</b>                                    | <b>43</b> |
| <b>SUMMARY OF PAID AND EARNED MEDIA EFFORTS (CONTINUED).....</b>                        | <b>44</b> |
| Heatstroke/ Unattended Passengers (402 requirement) .....                               | 44        |

# ACRONYMS AND DEFINITIONS

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

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### 3HSP Triennial Highway Safety Plan 2024- 2026

**Affected Community** is a 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.

**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

**HIGOSAFE** Hawaii's Media Campaign

**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

**IJA** Infrastructure Investments and Jobs Act

**KIPC** Keiki Injury Prevention Coalition

**KPD** Kauai Police Department

**LECC** Law Enforcement Community Collaboration

**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

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**OLA** Office of Language Assistance  
**OMPO** Oahu Metropolitan Planning Organization  
**OVUI** 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

# PERFORMANCE REPORT

In accordance with [23 CFR Part 1300.35\(a\) \(IIJA\)](#) 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 targets).

## TRAFFIC FATALITIES C-1

| Performance Measure:          | Target Period | Target Year(s)<br>2024-2026 | Benchmark Value for FFY 25 listed in 3HSP | Preliminary State Data YR 2024 FFY 25 Progress Results | On Track to Meet FFY 25 Benchmark: YES/NO/In-Progress |
|-------------------------------|---------------|-----------------------------|-------------------------------------------|--------------------------------------------------------|-------------------------------------------------------|
| C-1) Total Traffic Fatalities | 3 Years       | 112                         | 113                                       | 102                                                    | In-Progress                                           |

**3HSP Target:** Reduce annual traffic fatalities from 116 in 2022 to 112 by 2026.

**5-year Rolling Average Target for 2025: 110**

**State's progress:** Hawaii is on track to meet the FFY 2025 target.

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

- Robust Public Participation and Engagement efforts
- Increased awareness of 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 Engagement efforts through Flagman, Mothers Against Drunk Driving, e-bike safety, and 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, and address deficiencies in enforcement and awareness. In addition, the 3HSP will align with Hawaii's updated SHSP strategies, HSIP projects, VRUSA, Vision Zero efforts, and the Safe System Approach.

## SERIOUS INJURIES IN TRAFFIC CRASHES C-2

| Performance Measure:                     | Target Period | Target Year(s)<br>2024-2026 | Benchmark Value for FFY 25 listed in 3HSP | SHACA Data YR 2024 FFY 25 Progress Results | On Track to Meet FFY 25 Benchmark: YES/NO/In-Progress |
|------------------------------------------|---------------|-----------------------------|-------------------------------------------|--------------------------------------------|-------------------------------------------------------|
| C-2) Serious Injuries in Traffic Crashes | 3 Years       | 550                         | 555                                       | 560                                        | No                                                    |

**3HSP Target:** Reduce the annual number of serious injuries from 572 in 2022 to 550 by 2026.

**5-year Rolling Average Target for 2025: 545.6**

**State's progress:** Hawaii will not meet our FFY 2025 target.

**Countermeasure strategies:** Hawaii will continue to work to reduce serious injuries in traffic crashes by implementing 3HSP projects and programs that align with data-driven approaches, are sensitive to affected communities, address deficiencies in enforcement, support identifying projects that are proactive in supporting safe driving behaviors and 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.



## FATALITIES/ 100M VMT C-3

| Performance Measure: | Target Period | Target Year(s)<br>2024-2026 | Benchmark Value for FFY 25 listed in 3HSP | Preliminary State Data YR 2024 FFY 25 Progress Results | On Track to Meet FFY 25 Benchmark: YES/NO/In-Progress |
|----------------------|---------------|-----------------------------|-------------------------------------------|--------------------------------------------------------|-------------------------------------------------------|
| C-3) Fatalities/VMT  | 3 Years       | 1.06                        | 1.08                                      | Not Available                                          | In-Progress                                           |

**3HSP Target:** Reduce the annual total annual fatality rate from 1.14 in 2022 to 1.06 by 2026.

**5-year Rolling Average Target for 2025: 1.07**

**State's progress:** Hawaii is likely on track to meet the FFY 2025 target. However, Fatalities/VMT rates are published around the same time as FARS.

**Countermeasure strategies:** Hawaii will continue to work to reduce serious injuries in traffic crashes by implementing 3HSP projects and programs that align with data-driven approaches, are sensitive to affected communities, address deficiencies in enforcement, support identifying projects that are proactive in supporting safe driving behaviors and 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.

\*Preliminary data measuring Fatalities/VMT results are not available

## UNRESTRAINED PASSENGER VEHICLE OCCUPANT FATALITIES, ALL SEAT POSITIONS C-4

| Performance Measure:                                                        | Target Period | Target Year(s)<br>2024-2026 | Benchmark Value for FFY 25 listed in 3HSP | Preliminary State Data YR 2024 FFY 25 Progress Results | On Track to Meet FFY 25 Benchmark: YES/NO/In-Progress |
|-----------------------------------------------------------------------------|---------------|-----------------------------|-------------------------------------------|--------------------------------------------------------|-------------------------------------------------------|
| C-4) Unrestrained Passenger Vehicle Occupant Fatalities, All Seat Positions | 3 Years       | 18                          | 18                                        | 18                                                     | In-Progress                                           |

**3HSP Target:** Reduce annual total unrestrained occupant fatalities from 19 in 2022 to 18 by 2026.

**5-year Rolling Average Target for 2025: 19**

**State's progress:** Hawaii is on track to meet the FFY 2025 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 3HSP identified 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.

## ALCOHOL-IMPAIRED DRIVING FATALITIES C-5

| Performance Measure:                     | Target Period | Target Year(s)<br>2024-2026 | Benchmark Value for FFY 25 listed in 3HSP | Preliminary State Data YR 2024 FFY 25 Progress Results | On Track to Meet FFY 25 Benchmark: YES/NO/In-Progress |
|------------------------------------------|---------------|-----------------------------|-------------------------------------------|--------------------------------------------------------|-------------------------------------------------------|
| C-5) Alcohol-Impaired Driving Fatalities | 3 Years       | 27                          | 28                                        | 28                                                     | In-Progress                                           |

**3HSP Target:** Reduce alcohol impaired driving fatality 5 year rolling average from 31 in 2022 to 27 by 2026.

**5-year Rolling Average Target for 2025: 27**

**State's progress:** Hawaii will likely meet our FFY 2025 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. Preliminary results from state data demonstrate there were 28 alcohol-impaired driving fatalities in 2024.

**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.

## SPEEDING-RELATED FATALITIES C-6

| Performance Measure:             | Target Period | Target Year(s)<br>2024-2026 | Benchmark Value for FFY 25 listed in 3HSP | Preliminary State Data YR 2024 FFY 25 Progress Results | On Track to Meet FFY 25 Benchmark: YES/NO/In-Progress |
|----------------------------------|---------------|-----------------------------|-------------------------------------------|--------------------------------------------------------|-------------------------------------------------------|
| C-6) Speeding-Related Fatalities | 3 Years       | 47                          | 47                                        | 43                                                     | In-Progress                                           |

**3HSP Target:** Reduce annual number of speeding-related fatalities from 48 in 2022 to 47 by 2026

**5-year Rolling Average Target for 2025:** 47

**State's progress:** Hawaii will likely meet our FFY 2025 target.

**Countermeasure strategies:** To reduce Speeding-Related Fatalities, HDOT will implement 3HSP projects and programs 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.

## MOTORCYCLIST FATALITIES C-7

| Performance Measure:         | Target Period | Target Year(s)<br>2024-2026 | Benchmark Value for FFY 25 listed in 3HSP | Preliminary State Data YR 2024 FFY 25 Progress Results | On Track to Meet FFY 25 Benchmark: YES/NO/In-Progress |
|------------------------------|---------------|-----------------------------|-------------------------------------------|--------------------------------------------------------|-------------------------------------------------------|
| C-7) Motorcyclist Fatalities | 3 Years       | 32                          | 32                                        | 26                                                     | In-Progress                                           |

**3HSP Target:** Decrease the annual number of motorcyclist fatalities from 33 in 2022 to 32 a year by 2026.

**5-year Rolling Average Target for 2025: 33**

**State's progress:** Hawaii is on track to meet the FFY 2025 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
- Increasing capacity of basic rider skills
- 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 the 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.

## UNHELMETED MOTORICYCLIST FATALITIES C-8

| Performance Measure:                    | Target Period | Target Year(s)<br>2024-2026 | Benchmark Value for FFY 25 listed in 3HSP | Preliminary State Data YR 2024 FFY 25 Progress Results | On Track to Meet FFY 25 Benchmark: YES/NO/In-Progress |
|-----------------------------------------|---------------|-----------------------------|-------------------------------------------|--------------------------------------------------------|-------------------------------------------------------|
| C-8) Unhelmeted Motorcyclist Fatalities | 3 Years       | 20                          | 20                                        | 15                                                     | In-Progress                                           |

**3HSP Target:** Maintain annual number of Unhelmeted motorcyclist fatalities at 20 a year through 2026.

**5-year Rolling Average Target for 2025: 20**

**State's progress:** Hawaii is on track to meet the FFY 2025 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
- Increasing capacity of basic rider skills
- 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 the 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.

## YOUNG DRIVER FATALITIES C-9

| Performance Measure:                                      | Target Period | Target Year(s)<br>2024-2026 | Benchmark Value for FFY 25 listed in 3HSP | Preliminary State Data YR 2024 FFY 25 Progress Results | On Track to Meet FFY 25 Benchmark: YES/NO/In-Progress |
|-----------------------------------------------------------|---------------|-----------------------------|-------------------------------------------|--------------------------------------------------------|-------------------------------------------------------|
| C-9) Drivers Aged 20 or Younger Involved in Fatal Crashes | 3 Years       | 7                           | 7                                         | 20                                                     | In-Progress                                           |

**3HSP Target:** Reduce Annual number of Young Driver Fatalities from 8 in 2022 to 7 a year by 2026.

**5-year Rolling Average Target for 2025: 8**

**State's progress:** Hawaii will likely not meet the FFY 2025 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.

**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.

## PEDESTRIAN FATALITIES C-10

| Performance Measure:        | Target Period | Target Year(s)<br>2024-2026 | Benchmark Value for FFY 25 listed in 3HSP | Preliminary State Data YR 2024 FFY 25 Progress Results | On Track to Meet FFY 25 Benchmark: YES/NO/In-Progress |
|-----------------------------|---------------|-----------------------------|-------------------------------------------|--------------------------------------------------------|-------------------------------------------------------|
| C-10) Pedestrian Fatalities | 3 Years       | 28                          | 28                                        | 36                                                     | In-Progress                                           |

**3HSP Target:** Maintain the Annual Number of Pedestrian Fatalities of 28 a year in 2022 through 2026.

**5-year Rolling Average Target for 2025: 27**

**State's progress:** Hawaii likely not meet our FFY 2025 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 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.



## BICYCLIST FATALITIES C-11

| Performance Measure:       | Target Period | Target Year(s)<br>2024-2026 | Benchmark Value for FFY 25 listed in 3HSP | Preliminary State Data YR 2024 FFY 25 Progress Results | On Track to Meet FFY 25 Benchmark: YES/NO/In-Progress |
|----------------------------|---------------|-----------------------------|-------------------------------------------|--------------------------------------------------------|-------------------------------------------------------|
| C-11) Bicyclist Fatalities | 3 Years       | 7                           | 7                                         | 7                                                      | In-Progress                                           |

**3HSP Target:** Maintain Annual Bicyclist Fatalities at 7 a year in 2022 through 2026.

**5-year Rolling Average Target for 2025: 6**

**State's progress:** Hawaii will likely meet our FFY 2025 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.

**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 to address risk and crash factors affecting bicyclists. 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.

## OBSERVED SEAT BELT USE RATE C-12

| Performance Measure:                                                                             | Target Period | Target Year(s)<br>2024-2026 | Benchmark Value for FFY 25 listed in 3HSP | Statewide Annual Use Rate<br>FFY 25 Progress Results | On Track to Meet FFY 25 Benchmark:<br>YES/NO/In-Progress |
|--------------------------------------------------------------------------------------------------|---------------|-----------------------------|-------------------------------------------|------------------------------------------------------|----------------------------------------------------------|
| B-1) Observed Seat Belt Use for Passenger Vehicles, Front Seat Outboard Occupants (State Survey) | Annual        | 95.8                        | 95.8                                      | 92.0                                                 | Yes                                                      |

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

**State's progress:** Hawaii is on track to meet the FFY 2025 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\(b\) \(IIJA\)](#)

- (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

### **SS25-H-02 KITSIT808 Teen Driver Safety**

The Highway Safety Manager identified through further inquiry through the Department of Education Drivers Education Program and the Ka'u School District that this grant was not necessary.

### **SS25-M-02 University of Hawaii Road Safety Community Engagement Research**

This program was moved under Planning and Administration out of a recommendation from NHTSA regional program manager, since many of the objectives fit within Public Participation and Engagement requirements. Under the new project title PA25-S-04 the program was fully executed.

**ID25-S-09** Impaired Driving Coordinator and Community Liaison. Hawaii Department of Transportation solicited for the filling of this project and role; however, it was not fully executed until the beginning of FFY 2026.

## FFY 2025 PROJECT ADDITIONS AND CHANGES

**NM25-O-02 Project Title was changed from 2 staff to NACTO, print brochures, holiday safety video to Department of Transportation Services (DTS) Pedestrian Safety Program.**

**ID25-S-06** The original focus of this program was to host a Drug Recognition Expert In-Service, however, the project manager elected to purchase subscriptions to DrugImpairment.org for DREs and similar positions to assist in continued education requirements for DREs.

**NM25-O-25 KIPC Kupuna to Keiki Pedestrian Safety Education**

## 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 2025 grant year.

### INITIAL PUBLIC PARTICIPATION AND ENGAGEMENT EFFORTS

Initial PPE Engagement efforts, goals and 2024 progress are included in the 3HSP and the FFY 2024 Annual Report.

### HOW PPE EFFORTS INFORMED FFY 2025 PROJECTS IMPLEMENTED UNDER COUNTERMEASURE STRATEGIES

With the promotion of SNI, ALICE and Crash Data during the Highway Safety Plan grant application training, grant proposals for FFY 2025 considered and incorporated priority areas identified in the data analysis alongside any additional locally informed data in their grant application. In addition, initial results from over 1700 participants in the Highway Safety Survey were shared with potential FFY2025 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 create 7 key focus 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.

*TABLE 1: PUBLIC PARTICIPATION AND ENGAGEMENT FOCUS COMMUNITIES*

| Zip Code        | Community                                                                                                     | Concerns/ Quotes Expressed out of the Highway Safety Survey or through Key Informant interviews                                                                                                                                                                                                                                                                                      |
|-----------------|---------------------------------------------------------------------------------------------------------------|--------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
| 96729 and 96748 | Molokai<br>Median Household Income \$36,000<br>*Not a high crash area                                         | "Speed enforcement is performed in or near the town areas but not in the rural areas where speed is a problem." Impaired Driving, Distracted, Failure to Yield, Occupant Protection, and speed.                                                                                                                                                                                      |
| 96778           | Pahoa<br>Median Household Income \$26,000<br>*High crash area identified by HCPD and SHACA data               | Education relating to Ainaloa Roundabout, recommend alternate route due to influx of residents, left hand turn pockets needed and improved transit reliability.<br>Enforcement and Education around Speeding, Impaired Driving, and Pedestrian Safety                                                                                                                                |
| 96704           | Captain Cook/ Ocean View<br>Median Household Income \$46,000<br>*High crash area identified by HCPD and SHACA | Running stop signs, running stop lights, passing on double yellow, speeding, no license, impaired driving, speeding, request to lower speed by the post office, request for speed humps and centerline rumble strips                                                                                                                                                                 |
| 96819           | Kalihi/ Kalihi Kai<br>Median Household Income \$21,000<br>*High crash area identified by FARS                 | "I hope we can somehow encourage people to drive with aloha, think of others around them, have a safety-first mindset, and have more patience." Aggressive Driving, No Right on Red is good, but causing folks too drive fast on residential streets Leilani Street and Fernandez Street to bypass. School pedestrian safety to address drivers near Moanalua Elementary and Middle. |
| 96817           | Chinatown/ Liliha/ Nuuanu<br>Median Household Income \$53,000<br>*Pedestrian involved crash area              | "I drive the Pali 5 days a week and I wouldn't feel safe crossing the street as a pedestrian except at a red light with crossing light." "More police presence and visibility." Pedestrian and bicycle safety.                                                                                                                                                                       |

| Zip Code           | Community                                                                                                        | Concerns/ Quotes Expressed out of the Highway Safety Survey or through Key Informant interviews                                                                                                                                                                                                                        |
|--------------------|------------------------------------------------------------------------------------------------------------------|------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
| 96792              | Waianae/ Nanakuli<br>Median Household Income \$40,000<br>*Zero fatalities zone identified by HDOT administration | "More enforcement is needed for CDL drivers to obey the laws." Speed in school areas, need for law enforcement presence, EMS slow due to raised crosswalks, need for left hand turn lanes, more lighting around crosswalks, pedestrian safety countermeasures in neighborhoods.<br>Transit stop/ speed hump alignment. |
| 96761<br>And 96767 | Lahaina Maui<br>Region of fire August 8, 2023                                                                    | <b>Added in 2024</b> , because of the devastating fires, over 12,000 residents have been displaced. This has disrupted the way of life, including means of travel.                                                                                                                                                     |

#### 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 FFY 2025 HIGHLIGHT

## *University of Hawai'i Road Safety Community Engagement Research Project*

Principal Investigator: Treena Becker, PhD | Research Assistant: Kendra Bean, MPH

### Background

The Lahaina wildfires of August 2023 displaced thousands of Maui residents, creating long-term housing and transportation challenges. Recovery efforts have focused on rebuilding housing and infrastructure, yet gaps remain in transportation access, school attendance, and safety for vulnerable populations. This project engaged communities to understand these challenges and inform road safety strategies.

### Community Context

**Housing Instability:** Sheltered homelessness in Maui rose sharply (+52 individuals) post-fire; ALICE report shows 9% increase in financially strained households since 2022; UHERO findings: 80% of West Maui residents displaced, nearly half relocated outside West Maui.

### Transportation Gaps:

Only one major two-lane highway (Honoapiilani Hwy) connects Lahaina to Central Maui; Limited sidewalks and multimodal options hinder school access and recovery services.

### Public Engagement Activities

**Table 3: Maui Non-Congregate Shelter Summary, Family Households**

| Name of Hotel                              | Total Households | Total People | LOS per Household | LOS per Person |
|--------------------------------------------|------------------|--------------|-------------------|----------------|
| Aston at Papakea Resort                    | 24               | 111          | 121.8             | 123.1          |
| Aston Kā'anapali Shore                     | 73               | 310          | 121.4             | 109.0          |
| Aston Mahana at Kā'anapali                 | 26               | 102          | 122.8             | 118.7          |
| Aston Maui Kā'anapali Villas               | 33               | 130          | 145.0             | 141.0          |
| Courtyard by Marriott Maui Kahului Airport | 1                | 5            | 51.0              | 51.0           |
| Hono Koa                                   | 1                | 6            | 111.0             | 102.3          |
| Honua Kai Outrigger                        | 79               | 316          | 105.9             | 102.9          |
| Hyatt Regency Maui                         | 69               | 258          | 126.2             | 125.7          |
| Kā'anapali Beach Club                      | 24               | 113          | 123.5             | 123.1          |
| Kā'anapali Maui at the Eldorado            | 15               | 54           | 71.5              | 72.2           |
| Kahana Beach Resort                        | 1                | 9            | 121.0             | 61.7           |
| Kahana Villa                               | 4                | 19           | 71.8              | 64.5           |
| Kamaole Sands                              | 1                | 5            | 19.0              | 21.4           |
| Kapalua Bay Villas                         | 3                | 10           | 103.3             | 106.0          |
| Kapalua Golf Villas                        | 12               | 45           | 103.0             | 104.5          |
| Kapalua Ridge Villas                       | 5                | 26           | 64.4              | 68.7           |
| KBM-Honua Kai Towers                       | 68               | 301          | 90.1              | 88.6           |
| Maui Beach Hotel                           | 3                | 16           | 67.3              | 89.1           |
| Maui Seaside Hotel                         | 13               | 42           | 45.4              | 41.5           |
| Maui Sheraton Resort                       | 21               | 89           | 124.2             | 115.7          |
| Napili Point Resort Rental                 | 2                | 10           | 138.0             | 138.8          |
| Napili Shores Maui by Outrigger            | 1                | 5            | 133.0             | 117.8          |
| Outrigger Kā'anapali Beach Resort          | 33               | 119          | 98.2              | 90.3           |
| Royal Kahana Maui by Outrigger             | 19               | 71           | 104.6             | 102.9          |
| Royal Lahaina                              | 108              | 453          | 109.5             | 103.5          |
| Sands of Kahana                            | 2                | 12           | 60.0              | 45.8           |
| The Gardens at West Maui                   | 2                | 7            | 64.0              | 50.7           |
| The Whaler                                 | 26               | 105          | 89.2              | 84.7           |
| Westin Maui                                | 37               | 143          | 131.0             | 134.1          |
| <b>Grand Total</b>                         | <b>706</b>       | <b>2,892</b> | <b>110.1</b>      | <b>106.1</b>   |



**Community Meetings:** Maui Recovers Meeting (April 2025) covered debris removal, power restoration, Neighborhood Watch, and housing plans. Key concern: No clear transition plan from temporary modular homes to permanent housing.

**Field Observations:** Assessed traffic near schools in Central and West Maui. Findings: heavy reliance on private vehicles; minimal bike/scooter use; lack of sidewalks beyond 1-mile radius; 45-minute commute between Lahaina and Central Maui creates barriers for displaced families.

**Interviews with Parents & Teachers:** Highlighted challenges with virtual schooling, hybrid models, and emotional strain. Parents expressed gratitude for return to in-person learning but noted transportation and academic setbacks.

## Key Findings

**School Enrollment Data:** Lahaina Complex lost 321 students (2022–23 to 2023–24) and 265 more the following year. Many students relocated to Central Maui or enrolled in charter/virtual schools.

**Transportation Needs:** Long commutes increase risk of absenteeism and dropout. Infrastructure improvements (sidewalks, bus hubs, bike lanes) are critical.

## Additional Engagement: Vulnerable Road Users

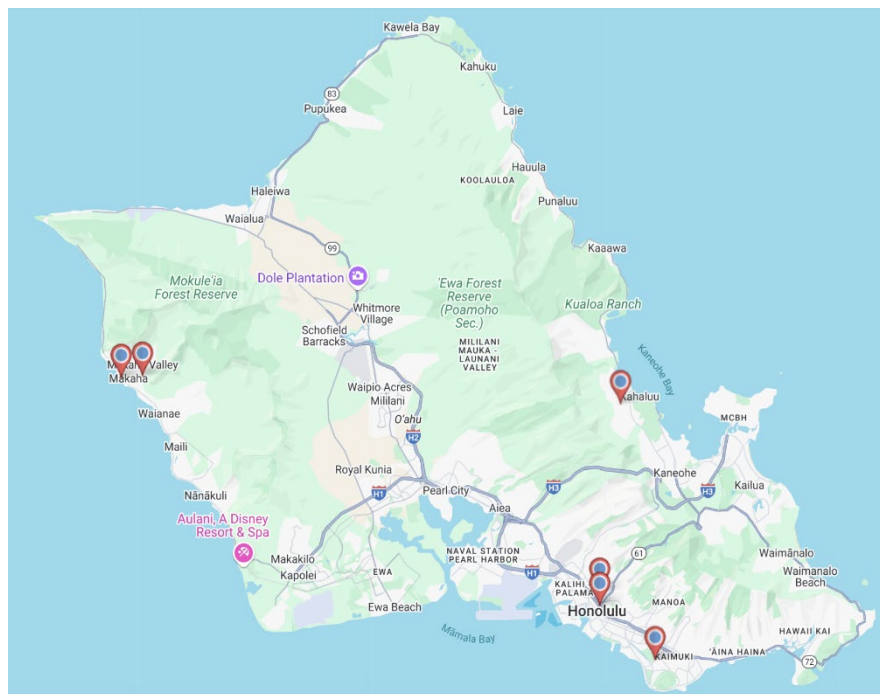


Figure 1 (Map): 2024 Honolulu County Traffic Fatalities for Those Designated Homeless Traffic fatalities among homeless individuals (Honolulu, 2024): 6 of 53 fatalities were homeless; 5 occurred at night in low-visibility conditions. Suggested interventions: reflective gear distribution, improved lighting, outreach on safe crossings. Street

Medicine Symposium (Hilo, Sept 2025): Learned about mobility patterns of unsheltered individuals and links to mental health and substance use.

Recommendations: integrating the Safe System Approach for homeless pedestrians and cyclists.

### **Policy Considerations**

- Collaborate with Hawai'i Interagency Council on Homelessness to identify high-risk areas.
- Apply Safe Systems principles to vulnerable road users.
- Enhance DUI/DWI court programs to address co-occurring mental health and substance use disorders.

### **Conclusions and Efforts for Consideration in Future Highway Safety Plans**

Recovery efforts must prioritize transportation access alongside housing. Community engagement revealed urgent needs for multimodal infrastructure, school access, and safety interventions for displaced and homeless populations. Public participation informed actionable strategies for NHTSA FFY 2025 activities, emphasizing safe roads for all users, including the most vulnerable.

Future Highway Safety Plan efforts will include partnering with Safe Routes to School, Department of Education and County agencies responsible for multimodal planning in order to emphasize continued transportation gap analysis particularly in regions with high demand school and workplace access.

## EVIDENCE BASED LAW ENFORCEMENT AND LAW ENFORCEMENT COMMUNITY COLLABORATION

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 were continued projects during FFY 2025. Throughout FFY 2025, traffic safety community engagement projects were conducted, with the vast majority conducted in Maui and Hawaii County.

To address data needs, all four county police departments participate in quarterly Traffic Commanders Meetings and 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 HIGLS and working towards a new crash records manual.

HDOT continued to hold weekly safety meetings to review serious and fatal crashes. Those meetings often yielded recommendations for additional localized enforcement to address specific behavioral issues paired with engineering solutions.

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 2025 marked a year of investing in statewide communications training and continued increase in paid media surrounding National Mobilizations and highlighted issues in the 3HSP such as moving over for crash responders, safe and

sober rides, child passenger safety, speeding, heatstroke, e-bike safety and pedestrian safety.

To provide context to Evidence Based Law Enforcement, the following information is provided to give a geographic and enforcement capacity background.

Hawaii County Police Department (HCPD) covers two areas or districts, The Area I Operations Bureau includes investigative and patrol operations in East Hawai'i. Encompassing an area of 1,685 square miles, its districts include Hāmākua/North Hilo, South Hilo, and Puna. A Captain heads each of the three patrol districts and Area II investigative and patrol operations in West Hawai'i. Covering an area of 2,234 square miles, its districts include North Kohala, South Kohala, Kona, and Ka'ū. Hawaii County is considered rural with a resident population of 207,615.

Kauai Police Department Traffic Safety Unit covers three primary districts on the island of Kauai Lihue, Waimea, and Hanalei. Kauai County is considered rural and with a resident population of 73,851.

Maui County Police Department spans over three islands, Molokai, Lanai, and Maui. Maui county is considered rural with the exception to the island of Maui, as it has its own metropolitan planning organization. The resident population of Molokai is 7,350, Lanai is 3,100, and Maui Island 153,997.

Honolulu Police Department covers the most populated island, Oahu. HPD consists of 8 police districts and Oahu consists of an urban core and some rural areas. The resident population of Oahu is 976,000.

# IMPAIRED DRIVING EVIDENCE-BASED ENFORCEMENT

## HONOLULU POLICE DEPARTMENT (HPD) IMPAIRED DRIVING COMMUNITY ENGAGEMENT ACTIVITIES

**October 1, 2024 – September 30, 2025**

During this period, HPD's Traffic Division actively partnered with the community to combat impaired driving through a series of high-visibility enforcement and awareness initiatives:

### **Sobriety Checkpoints:**

Regularly scheduled checkpoints were conducted across O'ahu to deter impaired driving and reinforce public safety messaging.

### **Saturation Saturdays:**

In collaboration with Mothers Against Drunk Driving, HPD coordinated enforcement efforts on weekends targeting high-risk areas, increasing enforcement presence and DUI arrests while promoting safe driving habits.

### **Memorial Checkpoints Honoring Victims:**

Special checkpoints were held in memory of Travis Lau, Azalia Park, and Kaulana Werner, local individuals tragically lost to impaired driving. These events served as both enforcement and educational opportunities, reminding the public of the real consequences of impaired driving.

**Winter Mobilization Participation Overview of Earned Media Exposure and Enforcement.** Azalia Park checkpoint garnered 2 distinct news outlet coverages and 3 related public postings. Lights of Aloha campaign received attention from 2 broadcast news stations and 4 total media spots, including digital and video formats via HPD's platforms. There was one OVUII Arrest associated with Winter Mobilization.

### **Summer Mobilization Participation Overview of Earned Media Exposure and Enforcement.**

HPD's August 29 press release detailing the enforcement effort served as a formal announcement Media Summary: 3 media mentions. HPD reported 12 checkpoints, 17 Saturation Patrols and 37 arrests during this period.

TABLE2: GRANT FUNDED ENFORCEMENT ACTIVITIES HONOLULU COUNTY

| HONOLULU POLICE DEPARTMENT                           |                |                |                |                |       |
|------------------------------------------------------|----------------|----------------|----------------|----------------|-------|
| For FFY 2025<br>(October 1, 2024 September 30, 2025) | 1st<br>Quarter | 2nd<br>Quarter | 3rd<br>Quarter | 4th<br>Quarter | TOTAL |
| # of grant-funded sobriety checkpoints               | 2              | 8              | 15             | 12             | 37    |
| # of grant-funded saturation patrols                 | 0              | 28             | 68             | 17             | 113   |
| # of OVUII arrests                                   | 5              | 28             | 72             | 37             | 142   |

## MAUI POLICE DEPARTMENT (MPD) IMPAIRED DRIVING COMMUNITY ENGAGEMENT ACTIVITIES

**October 1, 2024 – September 30, 2025**

During this period, MPD's Traffic Division actively partnered with the community to combat impaired driving through a series of high-visibility enforcement and awareness initiatives:

### **Sobriety Checkpoints:**

Regularly scheduled checkpoints were conducted across Maui to deter impaired driving and reinforce public safety messaging.

### **Saturation Patrols:**

MPD coordinated enforcement efforts on weekends targeting high-risk areas, increasing enforcement presence and DUI arrests while promoting safe driving habits.

### **Memorial Checkpoints Honoring Victims:**

Special checkpoints were held in memory of **Hannah Brown** and other local individuals tragically lost to impaired driving. These events served as both enforcement and educational opportunities, reminding the public of the real consequences of impaired driving.

**Coffee with a Cop:** Two special events were hosted for the community to come and share their concerns about traffic safety. Coffee with a Cop is intended to be a welcoming space for the community to feel like they are heard regarding traffic safety issues they face.

**Winter Mobilization Participation Overview of Earned Media Exposure and Enforcement.** MPD held a December 27 Awareness Rally reminding drivers to drive sober during the holidays, 3 media outlets covered 3 earned media spots.

Table 3: GRANT FUNDED ENFORCEMENT ACTIVITIES MAUI COUNTY

| MAUI POLICE DEPARTMENT                               |                |                |                |                |       |
|------------------------------------------------------|----------------|----------------|----------------|----------------|-------|
| For FFY 2025<br>(October 1, 2024 September 30, 2025) | 1st<br>Quarter | 2nd<br>Quarter | 3rd<br>Quarter | 4th<br>Quarter | TOTAL |
| # of grant-funded sobriety checkpoints               | 22             | 14             | 19             | 19             | 74    |
| # of grant-funded saturation patrols                 | 32             | 1              | 8              | 11             | 52    |
| # of OVUII vehicle checked at<br>checkpoints         | 3,247          | 2,006          | 3,200          | 2,166          | 10619 |
| # of OVUII arrests                                   | 23             | 11             | 12             | 10             | 56    |
| # of other citations                                 | 57             | 15             | 45             | 53             | 170   |
| Coffee with a Cop                                    |                | 1              |                | 1              | 2     |



## KAUAI POLICE DEPARTMENT (KPD) IMPAIRED DRIVING COMMUNITY ENGAGEMENT ACTIVITIES

**October 1, 2024 – September 30, 2025**

During this period, KPD's Traffic Division actively partnered with the community to combat impaired driving through a series of high-visibility enforcement and awareness initiatives:

**Sobriety Checkpoints:**

Regularly scheduled checkpoints were conducted across Kauai to deter impaired driving and reinforce public safety messaging.

**Saturation Patrols:**

KPD coordinated enforcement efforts on weekends targeting high-risk areas, increasing officer presence and DUI arrests while promoting safe driving habits.

**Drive with Aloha Mural:** KPD sent representatives to assist with Coalition for Drug Free Hawai'i's Mural at Kauai High School.

**Winter Mobilization Participation Overview of Earned Media Exposure and Enforcement.** KPD submitted 1 media release on New Year's Eve reminding the public of enhanced enforcement and to urge the public to report impaired driving. The outcome was one earned media spot in the local news.

*Table 4: GRANT FUNDED ENFORCEMENT ACTIVITIES KAUAI COUNTY*

| KAUAI POLICE DEPARTMENT                              |                |                |                |                |       |
|------------------------------------------------------|----------------|----------------|----------------|----------------|-------|
| For FFY 2025<br>(October 1, 2024 September 30, 2025) | 1st<br>Quarter | 2nd<br>Quarter | 3rd<br>Quarter | 4th<br>Quarter | TOTAL |
| # of OVUI enforcement operations                     | 2              | 0              | 1              | 4              | 7     |
| # of OVUI contacts                                   | 191            | 0              | 110            | 123            | 424   |
| # of OVUI arrests                                    | 2              | 0              | 0              | 1              | 3     |
| # of citations                                       | 20             | 0              | 14             | 36             | 70    |

## HAWAII POLICE DEPARTMENT (HCPD) IMPAIRED DRIVING COMMUNITY ENGAGEMENT ACTIVITIES

### October 1, 2024 – September 30, 2025

During this period, HCPD's Traffic Division actively partnered with the community to combat impaired driving through a series of high-visibility enforcement and awareness initiatives:

**Sobriety Checkpoints:** Regularly scheduled checkpoints were conducted across Kauai to deter impaired driving and reinforce public safety messaging.

**Saturation Patrols:** HCPD coordinated enforcement efforts on weekends targeting high-risk areas, increasing officer presence and DUI arrests while promoting safe driving habits.

**Drive with Aloha Mural:** HCPD sent representatives to assist with Coalition for Drug Free Hawai'i's Mural at Kealakehe High School and Ka'u High School. Kealakehe and Ka'u High School are in districts identified in the 3HSP and qualitative research as areas in need of outreach due to their rural nature, and high risk for serious injuries and fatal crashes.

**Winter Mobilization Participation Overview of Earned Media Exposure and Enforcement.** HCPD posted 2 media releases earning 4 outlets airing 4 spots. HCPD published their weekly stats during the mobilization period stating 18 drivers were arrested, 7 involved in crashes.

**Summer Mobilization Participation Overview of Earned Media Exposure and Enforcement.** August 14, 2025, HCPD (HI-County) released a Labor Day safety announcement in coordination with NHTSA, warning motorists of increased patrols and sobriety checkpoints during the Aug 15–Sep 1 national campaign 5. Weekly DUI arrest data from August 25–31, 2025 showed 14 DUI arrests, including related crashes, and confirmed that DUI checkpoint and patrol operations remained active island-wide. 2 official media spots reported on the release.

Table 5: GRANT FUNDED ENFORCEMENT ACTIVITIES HAWAII COUNTY

| HAWAII POLICE DEPARTMENT                             |                |                |                |                |       |
|------------------------------------------------------|----------------|----------------|----------------|----------------|-------|
| For FFY 2025<br>(October 1, 2024 September 30, 2025) | 1st<br>Quarter | 2nd<br>Quarter | 3rd<br>Quarter | 4th<br>Quarter | TOTAL |
| # of grant-funded sobriety checkpoints               | 18             | 16             | 14             | 23             | 71    |
| # of grant-funded saturation patrols                 | 26             | 24             | 27             | 27             | 104   |
| # of OVUII arrests                                   | 22             | 28             | 24             | 25             | 99    |
| # of outreach and community<br>engagement events     |                | 6              | 5              | 3              | 14    |

## ENFORCEMENT SUMMARY IMPAIRED DRIVING CONTINUED

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.

## IMPAIRED DRIVING TRAINING AND COMMUNITY OUTREACH BREAKDOWN

*Table 6: GRANT FUNDED ENFORCEMENT TRAINING AND COMMUNITY OUTREACH*

| STATEWIDE                                                  |                |                |                |                |       |
|------------------------------------------------------------|----------------|----------------|----------------|----------------|-------|
| For FFY 2025<br>(October 1, 2024 September 30, 2025)       | 1st<br>Quarter | 2nd<br>Quarter | 3rd<br>Quarter | 4th<br>Quarter | TOTAL |
| <b>ENFORCEMENT</b>                                         |                |                |                |                |       |
| # of sobriety checkpoints                                  | 37             | 41             | 38             | 46             | 162   |
| # of OVUII-alcohol arrests                                 | 31             | 58             | 31             | 31             | 151   |
| # of OVUII-drug arrests                                    | 77             | 3              | 0              | 2              | 82    |
| # of saturation patrols                                    | 34             | 68             | 44             | 76             | 222   |
| # of OVUII-alcohol arrests                                 | 26             | 16             | 20             | 25             | 87    |
| # of OVUII-drug arrests                                    | 8              | 9              | 6              | 11             | 34    |
| <b>DRE</b>                                                 |                |                |                |                |       |
| # of DRE enforcement evaluations<br>(with and without tox) | 16             | 31             | 28             | 26             | 101   |
| # of refusals to do evaluation                             | 108            | 30             | 49             | 25             | 212   |
| <b>TRAININGS</b>                                           |                |                |                |                |       |
| # of DRE Schools                                           | 2              | 1              | 0              | 0              | 3     |
| # of students                                              | 6              | 3              | 0              | 0              | 9     |
| # of DRE Instructor Schools                                | 2              | 1              | 0              | 0              | 3     |
| # of students                                              | 2              | 3              | 0              | 0              | 5     |
| # of ARIDE trainings                                       | 2              | 2              | 1              | 1              | 6     |
| # of students                                              | 0              | 32             | 15             | 16             | 63    |
| # of SFST trainings                                        | 4              | 2              | 2              | 1              | 9     |

| For FFY 2025<br>(October 1, 2024 September 30, 2025) | 1st<br>Quarter | 2nd<br>Quarter | 3rd<br>Quarter | 4th<br>Quarter | TOTAL |
|------------------------------------------------------|----------------|----------------|----------------|----------------|-------|
| # of students                                        | 0              | 25             | 26             | 20             | 71    |
| # of SFST Instructor trainings                       | 1              | 2              | 0              | 2              | 5     |
| # of students                                        | 0              | 3              | 0              | 10             | 13    |
| # of SFST Refresher trainings                        | 1              | 1              | 4              | 1              | 7     |
| # of students                                        | 1              | 11             | 21             | 6              | 39    |
| # of DITEP trainings                                 | 0              | 0              | 0              | 0              | 0     |
| # of students                                        | 0              | 0              | 0              | 0              | 0     |
| <b>COMMUNITY<br/>OUTREACH/EDUCATION</b>              |                |                |                |                |       |
| # of traffic safety presentations conducted          | 2              | 6              | 6              | 5              | 19    |
| # of traffic safety community engagement projects    | 2              | 0              | 0              | 0              | 2     |

***Community engagement can be for all program areas, not just impaired driving***

Hawaii County Police Department = HCPD, Kauai County Police Department = KPD, Honolulu Police Department = HPD, Maui Police Department = MPD

## OCCUPANT PROTECTION EVIDENCE-BASED ENFORCEMENT

### Honolulu Police Department

- Click It or Ticket

HPD published "*Click it or Ticket. No seatbelt? No excuses.*" on its official site, featuring coordinated messaging across Instagram, Facebook, X, Nextdoor, YouTube, and TikTok. This indicates a robust earned media push leveraging HPD's own social channels.

- Child Passenger Safety Week

HPD's Traffic Division hosted a car seat inspection event in partnership with the Keiki Injury Prevention Coalition, aligning Child Passenger Safety Week.

### Kaua'i Police Department

- Click It or Ticket
- Child Passenger Safety Week

KPD sponsored free car seat checks during National Child Passenger Safety Week (Sept 15–21) and hosted events like a Walmart inspection in Līhu'e (Sept 28).

### Hawai'i County (Hawai'i Police Department)

- Click It or Ticket

HCPD conducted 51 occupant protection operations related to campaign periods of those 27 of them involved were during the national Click it or Ticket

- Child Passenger Safety Week

### Maui Police Department

- Click It or Ticket
- Child Passenger Safety Week

Maui PD held a free child safety seat inspection on September 27, 2025, at Maui Marketplace alongside local safety partners.



*TABLE 7: OCCUPANT PROTECTION LAW ENFORCEMENT CITATION AND COMMUNITY COLLABORATION DATA*

| Enforcement Activities<br>FFY2025                      | HCPD | HPD | MPD | KPD |
|--------------------------------------------------------|------|-----|-----|-----|
| Operations                                             | 282  | 28  | 3   | 14  |
| Citations                                              | 739  | 803 | 81  | 58  |
| Earned Media                                           | 1    | 5   | 1   | -   |
| CPS Trained                                            | 24   | 1   | 4   | 6   |
| CPS Inspection<br>Stations                             | 6    | 8   | 3   | 7   |
| Nighttime Seat Belt<br>Enforcement                     | 20   | -   | Y   | 2   |
| CPS Seats Distributed<br>to Underserved<br>Communities | 60   | -   | -   | 6   |
| Community<br>Engagement<br>Opportunities               | 12   | 8   | 3   | 4   |
| CPS Week<br>Participation                              | Y    | Y   | Y   | Y   |
| Click It or Ticket<br>Mobilization<br>Participation    | Y    | Y   | Y   | Y   |
| CIOT Seat Belt<br>Citations                            | -    | -   | 133 | 24  |

CPS Seats Distributed were provided by KIPC, East Kiwanis, and sometimes donated by local hospitals.

Hawaii County Police Department = HCPD, Kauai County Police Department = KPD, Honolulu Police Department = HPD, Maui Police Department = MPD

HCPD OCCUPANT PROTECTION COMMUNITY COLLABORATION ENFORCEMENT EFFORTS

## SELECTIVE TRAFFIC ENFORCEMENT PRIORITIES

### SPEED ENFORCEMENT

#### **Automated Speed Enforcement (Education Phase):**

While Automated Speed Enforcement efforts are not funded using NHTSA funds, Hawai'i DOT initiated warnings for speed violations detected at existing red-light camera intersections in downtown Honolulu beginning March 2025 (education phase), marking a statewide step toward automated speed management. Public reporting noted tens of thousands of warnings during the phase and described planned expansion strategies, underscoring speed's role in recent fatalities.

#### **County Enforcement & Crash Investigations:**

All county police departments conducted an on-scene traffic investigation and issued public calls for witnesses. Hawai'i Department of Transportation relied on crash scene investigations to initiate potential engineering solutions such as raised crosswalks, raised deflections, enhanced lighting, improved signalization, lane delineations, no passing zones, and reduced speed limits.

#### **Visibility & Public Messaging:**

MPD sustained recurring safety reminders throughout the period (e.g., Jul. 25, 2025), urging motorists to obey posted speed limits, drive sober, and reduce distractions—typical HVE PI&E support timed to high-travel weekends.

### HIGHLIGHT: MPD CONTINUED SPEED MANAGEMENT COMMUNITY COLLABORATION LAW ENFORCEMENT

Speeding on roadways is always a major concern for the Maui Police Department. One of the most heard complaints from citizens across Maui County is motor vehicle speeding. Speed Surveys were conducted throughout the grant period in target areas of concern to establish if there is a need for more patrols in high-risk areas. This is done using our Stat Trac system which monitors and collects data to show how fast the vehicles are moving in the posted area.

A speed survey was done at lower Kula Road from May 2nd through May 9th, 2025. The speed limit in the area is 20 MPH. The average speed was found to be 26 MPH.



Based on results concentrated enforcement is not needed. Maui patrol officers were requested to drive through the area during their shift to show police presents. A speed survey was conducted at Pi'ilai Highway at Mapu Drive Intersection in Wailea. It was set from September 3rd through September 10th, 2025. Area residents complained of speed and red-light violations. The speed limit in the area is 35 MPH. A total of 101,888 vehicles were monitored and recorded with average speeds of 37.5 MPH. Based on results concentrated enforcement is not needed. Suggest periodic patrols to show police presence.

MPD tied distraction reminders to seasonal events—Graduation Season (May 2025)—reinforcing “put the cell phone down” and plan safe rides home; these posts complement on-the-road enforcement with consistent PI&E.

## DISTRACTED DRIVING ENFORCEMENT AND PUBLIC AWARENESS

All four counties participated in *Put Down the Phone or Pay* Distracted Driving National Mobilization during the month of April.

### **Highlight HPD: Distracted Driving Awareness (April 2025):**

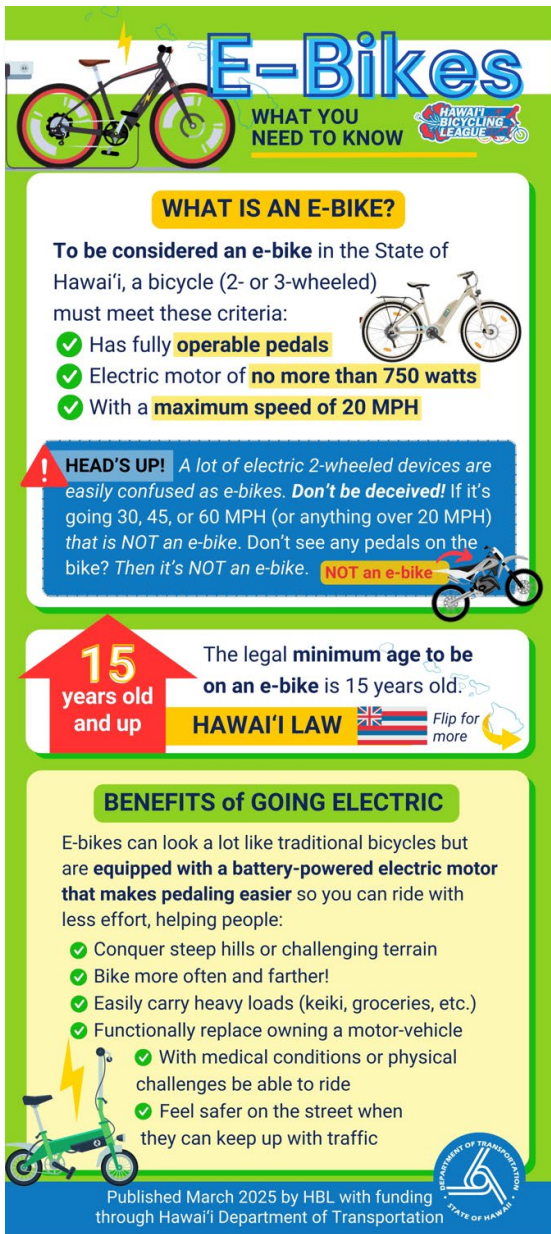
HPD issued multiple public posts during April 2025, identifying manual, visual, and cognitive distraction types and common in-vehicle distraction sources (cellphones, grooming, adjusting radios, etc.). The campaign emphasized sustained driver focus and the “Drive Akamai” ethos.

## ELECTRONIC MOBILITY WORKING GROUP AND E-BIKE SAFETY

### **Local initiatives in Honolulu underscore these efforts:**

- In September 2024, the Honolulu City Council pursued legislation to classify e-bikes into Classes 1, 2, and 3, with helmet requirements for higher-speed models and age restrictions for younger riders.
- In February 2025, Mayor Blangiardi signed Bill 52, reinforcing helmet mandates for riders under 18, banning wheelies and exhibition riding in public spaces, and prohibiting high-wattage e-bikes (>750W) on public thoroughfares.

### **Hawai'i Bicycling League (HBL) E-Bike Safety Efforts**



# E-Bikes

## WHAT YOU NEED TO KNOW

### WHAT IS AN E-BIKE?

To be considered an e-bike in the State of Hawai'i, a bicycle (2- or 3-wheeled) must meet these criteria:

- ✓ Has fully **operable pedals**
- ✓ Electric motor of **no more than 750 watts**
- ✓ With a **maximum speed of 20 MPH**

**HEAD'S UP!** A lot of electric 2-wheeled devices are easily confused as e-bikes. **Don't be deceived!** If it's going 30, 45, or 60 MPH (or anything over 20 MPH) that is **NOT** an e-bike. Don't see any pedals on the bike? Then it's **NOT** an e-bike.

**15 years old and up**

The legal **minimum age to be on an e-bike** is 15 years old.

**HAWAII LAW**  *Flip for more*

### BENEFITS of GOING ELECTRIC

E-bikes can look a lot like traditional bicycles but are **equipped with a battery-powered electric motor that makes pedaling easier** so you can ride with less effort, helping people:

- ✓ Conquer steep hills or challenging terrain
- ✓ Bike more often and farther!
- ✓ Easily carry heavy loads (keiki, groceries, etc.)
- ✓ Functionally replace owning a motor-vehicle
- ✓ With medical conditions or physical challenges be able to ride
- ✓ Feel safer on the street when they can keep up with traffic

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By holding ten E-Bikes 101 on-bike workshops and educational outreach events, HBL helped convey the benefits of e-bikes, dispel fallacies, and get both current riders and future operators e-biking safely.

These measures align with 3HSP strategies to improve data-driven understanding, support law enforcement efforts, and foster community awareness around electric mobility safety.

*TABLE 8: DISTRACTED DRIVING, SPEED, E-BIKE TRAINING, AND POLICE TRAFFIC SERVICES TRAINING*

| STEP Activity                                    | Hawaii County                     | Maui County | Honolulu County                | Kauai County   | Total       |
|--------------------------------------------------|-----------------------------------|-------------|--------------------------------|----------------|-------------|
| <b>Distracted Driving Community Events</b>       | 5                                 | 2           | 2                              | Did Not Report | <b>9</b>    |
| <b>Distracted Driving Enforcement Operations</b> | 88                                | 1           | 133                            | 222            | <b>444</b>  |
| <b>Distracted Driving Contacts</b>               | 410                               |             | 3756                           | 4166           | <b>8332</b> |
| <b>Distracted Driving Citations</b>              | 105                               | 105         | 2349                           | 2454           | <b>5013</b> |
| <b>Speed Operations</b>                          | 292                               | 8           | 106                            | 300            | <b>706</b>  |
| <b>Speed Contacts</b>                            | 931                               | 343         | 3706                           | 4980           | <b>9960</b> |
| <b>Speed Citations</b>                           | 776                               | 918         | 2189                           | 3883           | <b>7766</b> |
| <b>Trained Laser Instructors</b>                 | 2                                 | -           | 25                             | -              | <b>27</b>   |
| <b>IPTM Trained</b>                              | 5                                 | 3           | -                              | -              | <b>8</b>    |
| <b>E-Bike Trainings for Law Enforcement</b>      | 1<br>(attended by other counties) |             | 1 (attended by other counties) |                | <b>2</b>    |

Hawaii County Police Department = HCPD, Kauai County Police Department = KPD, Honolulu Police Department = HPD, Maui Police Department = MPD. “-” represents did not attend or did not report activity.

## SUMMARY OF PAID AND EARNED MEDIA EFFORTS

| Program or campaign                                 | Paid and Earned Media Breakdown                                                                                | Audience                                 | Impressions*                                                                        |
|-----------------------------------------------------|----------------------------------------------------------------------------------------------------------------|------------------------------------------|-------------------------------------------------------------------------------------|
| Click It or Ticket <i>National Mobilization</i>     | 3 Earned Media, 826 Paid Media Spots TV, 2,292 Paid Radio, 2 Social Media Posts                                | Drivers                                  | 775000 (TV)                                                                         |
| Child Passenger Safety Week                         | 1 Interview, 14 Social Media Posts, 154 Paid Media Spots TV, 2,264 Paid Radio                                  | Drivers                                  | 190,000 (Social media + Digital)                                                    |
| Pedestrian Safety                                   | 6 stories, 20 Social Media Posts, 2 News Segments, 450 Radio Spots, 10 Digital Ads                             | Drivers and Pedestrians                  | 50,000 (TV), 350,000 (Radio), 600,000 (social media + Digital), 5,000 News Articles |
| Distracted Driving <i>Put the Phone Away or Pay</i> | 20 Social Media Posts, 2 Earned Media, 232 Paid TV Spots, 10 News Articles, 1 Social Media Post, 8 Digital Ads | Drivers                                  | 3,000,000 (TV), 110,000 (social media/Digital)                                      |
| Motorcycle Safety Month                             | 1 TV Story, 1 Social Media Post                                                                                | Motorcycle Operators and Vehicle Drivers | 53,000 (TV), 58,000 (social media)                                                  |
| Speed                                               | 10 Earned Media Stories, 12 Social Media Posts, 6 Digital/Web Posts                                            | Drivers                                  | 492,000 (Social media + Digital)                                                    |
| #HIGOSAFE                                           | 10 TV Stories, 40 Social Media Posts, 250 Paid TV spots, 900 Paid Radio Spots                                  | All Road Users                           | 1,200,000 (Social + Digital), ~10,000,000 (TV and Radio)                            |

## SUMMARY OF PAID AND EARNED MEDIA EFFORTS (CONTINUED)

| Program or campaign                                                                                                      | Paid and Earned Media Breakdown                                                                         | Audience                           | Impressions*                                                   |
|--------------------------------------------------------------------------------------------------------------------------|---------------------------------------------------------------------------------------------------------|------------------------------------|----------------------------------------------------------------|
| E-Bike Safety                                                                                                            | 7 Earned TV Spots, 110 Paid TV Spots, 400 Paid Radio Spots, 4 Paid Digital Posts, 16 Social Media Posts | E-bike users, parents              | 1,145,000 (TV), 220,000 (social media + Digital)               |
| Preventing Roadside Deaths and Crash Responders Safety Week                                                              | 5 FB reels, 8,748 social media views, 2 TV Earned Media, 2 Radio Segments                               | Drivers                            | 160,000 (TV), 250,000 (Radio)                                  |
| Drug and Alcohol Impaired Driving & <i>National Mobilizations</i>                                                        | 19,881 Paid TV Spots, 26,134 Paid Radio Spots, 32,121 Movie Theater Video Views, Digital Ads.           | Drivers                            | 668 million (TV), 1,356,553 Video Starts, 2,048 (social media) |
| Drive With Aloha Murals                                                                                                  | 8 Murals, 21 Earned Media Stories, 100+ Social Media Posts                                              | Young Drivers                      | 450,000 (Social media), 4,400 Students Involved                |
| Heatstroke/ Unattended Passengers (402 requirement)                                                                      | 7 TV Stories, 92 Paid TV Spots, 444 Paid Radio Spots                                                    | Drivers, Parents of Young Children | 1,856,000 (TV)                                                 |
| *Impression numbers were based on either agency reports and or web based audit with "estimated impressions" by campaign. |                                                                                                         |                                    |                                                                |

## MEDIA EFFORTS AND COMMUNICATION TRAINING

The Highway Safety Office took both information gained during PPE efforts, 3HSP countermeasure strategies, NHTSA's National Mobilizations, and Communications Calendar to ensure there were consistent traffic safety messages throughout FFY 2025.

### **Hawai'i Hosts Regional Communication Trainings to Advance Traffic Safety in FY 2025**

During Federal Fiscal Year 2025, Hawai'i took a leadership role in advancing traffic safety communication strategies by hosting two regional communication trainings that brought together traffic safety partners from Guam, American Samoa, and the Northern Mariana Islands. These sessions were designed to strengthen collaboration and enhance the effectiveness of public messaging across the Pacific region.

#### **Training 1: Launching the #HIGOSAFE Media Campaign**

The first training focused on developing an overarching media campaign to unify traffic safety messaging statewide. With the assistance of a communications consultant, Hawai'i introduced **#HIGOSAFE**, a campaign aimed at promoting safe driving behaviors and reducing roadway fatalities. The campaign leveraged multiple media platforms, including:

- **Social Media:** Posts and videos featuring #HIGOSAFE on Facebook, Instagram, and X (formerly Twitter) to engage younger audiences.
- **Broadcast Media:** Radio and TV spots highlighting key safety messages such as "Drive Sober," "Buckle Up Every Trip," and "Slow Down for Safety."
- **Community Outreach:** Branded materials and hashtags used during local events to reinforce the campaign identity.

The #HIGOSAFE initiative served as a model for regional partners, demonstrating how consistent branding and messaging can amplify traffic safety efforts.

#### **Training 2: High Visibility Enforcement Messaging**

The second training emphasized the importance of strategic enforcement communication. Participants learned how to craft high visibility enforcement (HVE) messages that resonate with target audiences and convey the critical role of enforcement in saving lives. Key components included:

- **Message Development:** Creating clear, impactful statements that explain why enforcement matters.
- **Audience Targeting:** Using demographic and behavioral data to tailor messages for maximum reach and effectiveness.

- **Media Integration:** Coordinating enforcement messaging with social media, press releases, and community engagement to ensure visibility.

By combining education and enforcement messaging, Hawai'i and its regional partners are working toward a shared goal: reducing traffic-related injuries and fatalities across the Pacific.

## 2025 BEHAVIORAL SURVEY SUMMARY

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.

### EXECUTIVE SUMMARY OF BEHAVIORAL SURVEY

**Speeding is pervasive across all vehicle types, especially at dangerous levels.** Nearly nine in ten cars and truck drivers admit to speeding at least once in the past six months, with about half admitting to driving 10-20 mph over the limit and one in five going more than 20 mph over. Motorcycle riders report even higher rates across all speeding categories, suggesting more consistent risky driving within this group. Passengers confirm these patterns, with more than four in five reporting they have witnessed speeding by the vehicle's driver. These findings show speeding is a normalized behavior, not just an exception, requiring stronger deterrence and education efforts.

**Driving under the influence remains a significant safety issue, particularly among truck drivers and motorcyclists.** Two in five truck drivers and about a third of motorcyclists' report driving after one or two drinks, while 20% of truck drivers and 27% of motorcyclists admit to doing so after three or more drinks. These risky behaviors are reported at higher rates on the Neighbor Islands, where half of truck drivers acknowledge driving after drinking and nearly one-third say they drove within four hours of cannabis use. Passengers corroborate this, with nearly two in five witnessing impaired driving at least once. The persistence of these behaviors highlights the need for targeted impaired driving campaigns, especially outside Oahu.

**Distracted driving is widespread, with mobile device use common among all drivers.** Almost three in five car drivers and two-thirds of truck drivers admit to texting or looking at their phones while driving, and nearly three in four passengers report witnessing it. Frequent use is also high, with one in three truck drivers and one in four car drivers saying they do it more than twice or always. Even motorcycle riders, a smaller but high-risk group, report phone use while riding. This indicates that distracted driving is not only frequent but visible to most residents, reinforcing it as a critical area for enforcement and awareness.



**Passenger safety lapses, including unconfirmed seatbelts and unsafe truck bed use, are frequent and growing.** Nearly one in four truck drivers admits to allowing passengers in the bed even when seats were available, and 14% allowed children aged 12 and under to ride there. Almost one in four car drivers say they fail to confirm passenger seatbelts, while passengers themselves report experiencing this nearly half the time. Motorcycle riders add another layer of concern, with more than one in three saying they carried a child under the age of seven. These repeated lapses, particularly involving children, suggest that basic passenger safety practices are overlooked and require stronger enforcement and education.

**Bike and e-bike riders show mixed safety habits, with strong adherence in some areas but gaps in visibility and protective gear.** Most riders consistently report using headlights at night (87%), riding on sidewalks only when no bike lane is available (86%), and using hand signals (80%). However, fewer than six in ten always wear a helmet (51%) or reflective clothing at night (30%), and only 39% say they always use Uber, Lyft, or transit after drinking. These findings indicate that while basic riding practices are strong, there remain important risks around nighttime visibility, helmet use, and impaired riding.

**Awareness of safety messages is uneven, with legacy campaigns far more effective than newer ones.** *Click It or Ticket* is recognized by 85% of residents, while two-thirds recall *Stay Sober or Get Pulled Over*, and six in ten recall pedestrian safety messages. In contrast, fewer than four in ten recognize *Drive High, Get a DUI* or *Eyes Up Phone Down*, and only 7% recall *Take an e-bike safety class*. These differences show that long-standing enforcement-driven campaigns are highly effective, while messages on cannabis use, distracted driving, and alternative modes have not penetrated public awareness. HDOT may need new strategies to build visibility for these newer campaigns.

**Television and digital road signs dominate as communication channels, but local outreach is stronger on the Neighbor Islands.** Over half of residents' recall seeing safety messages on TV and nearly as many on digital road signs, making them the most effective broad-reach channels. Social media and radio reach about one in four residents, while print and community outlets play a much larger role in smaller counties, especially Maui and Kauai. On Kauai, for example, one-third cite newspapers as a source, and on Maui, one in five recall messages from community events. These patterns suggest that mass media and road signs work well statewide, but Neighbor Island outreach benefits from a mix of local and community-based channels.