HAWAII DEPARTMENT OF TRANSPORTATION TRIENNIAL HIGHWAY SAFETY PLAN

Federal Fiscal Years 2024 through 2026

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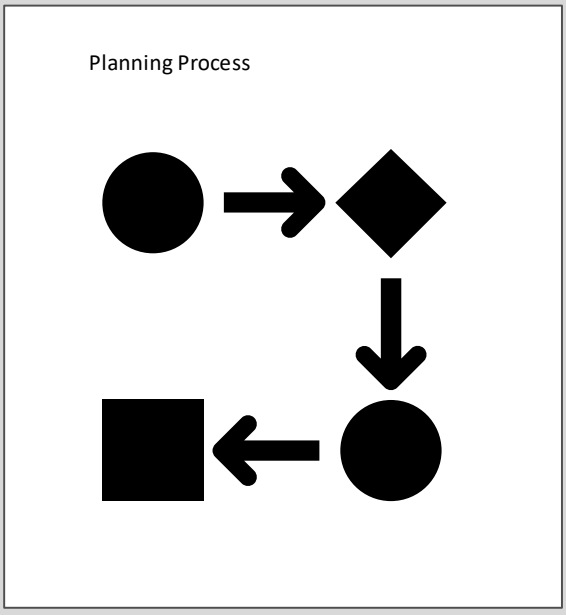
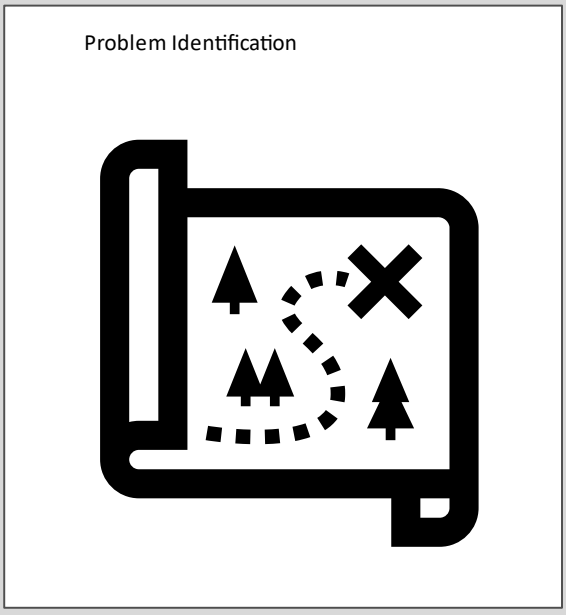
Section Application to be Included by August 1, 2023	
402	Yes
405 (b) occupant protection	Yes
405 (c) traffic records	Yes
405 (d) impaired driving	Yes
405 (e) distracted driving	
405 (f) motorcycle safety	Yes
405 (g) nonmotorized safety	Yes
405 (h) preventing roadside deaths	
405 (i) driver and officer safety education	
154 Alcohol Impaired Driving	Yes
164 Drug Impaired Driving	Yes

Acronyms and Definitions

Affected Communities: Defined in this section and throughout the 3HSP as a community represented by county or zip code or defined name as having a score of 50 or higher on the Socio Needs Index, or an affected community identified in the ALICE report for Hawaii.
ALICE: Grassroots database that provides economic and demographic measurements, a comprehensive, unbiased picture of financial hardship. ALICE stands for Asset Limited, Income Constrained, Employed
ARIDE: Advanced Roadside Impaired Driving Enforcement
BIL: Bipartisan Infrastructure Law
BAIID: Blood Alcohol Ignition Interlock Device
CIOT: Click It or Ticket
CPS: Child Passenger Safety
DAID: Drug and Alcohol Intoxicated Driving working group
DRE: Drug Recognition Expert
HCPD: Hawaii County Police Department
HPD: Honolulu Police Department
3HSP: Triennial Highway Safety Plan
HSIP: Highway Safety Improvement Plan
HSS: Highway Safety Section
Justice40 Initiative: Encouragement of equitable distribution of government services, benefits, and resources.
KPD: Kauai Police Department
MMPO: Maui Metropolitan Planning Organization
MPD: Maui Police Department
MVSO: Motor Vehicle Safety Office
NRSS: National Roadway Safety Strategy https://www.transportation.gov/nrss/usdot-national-roadway-safety-strategy
OMPO: Oahu Metropolitan Planning Organization
OVUII: Operating a Vehicle Under the Influence of an Intoxicant
SSA: Safe Systems Approach as defined by FHWA Zero Deaths and Safe System | FHWA (dot.gov)
STEP: Selective Traffic Enforcement Program
VRUSA: Vulnerable Road Users State Assessment

Part 1
Highway Safety Planning Process & Problem Identification





In the State of Hawaii, National Highway Traffic Safety Administration (NHTSA) programs under CFR 1300 are managed by Hawaii Department of Transportation Highways Motor Vehicle Safety Office (MVSO), Highway Safety Section (HSS), for all intents and purposes of the Highway Safety Plan, that is the equivalent to a State Highway Safety Office (SHSO).

Highway Safety Planning Process and Problem Identification

Description of the Data Sources and Information Used

To identify Hawaii's highway safety problems and guide us through the process of establishing highway safety performance targets; developing countermeasure strategies; and selecting projects to address the problems and achieve targets, the Hawaii Department of Transportation (HDOT) worked with our traffic safety partners to gather data from the following data sources:

- Fatality Analysis Reporting System (FARS)
- Preliminary state fatalities/fatal crashes data
- State of Hawaii Advanced Crash Analysis (SHACA) crash reporting system
- National Highway Traffic Safety Administration's (NHTSA) State Traffic Safety Information (STSI)
- Hawaii State Department of Health (DOH), and hospital emergency department/in-patient data)
- County police departments' citations and arrest data
- University of Hawaii at Manoa's (UH) observational surveys (seat belt, cellular phone use, riding in truck beds, etc.)
- 2022 Attitudinal survey
- Census data
- ALICE data[1]
- SocioNeeds Index[2]
- Statewide Highway Safety Survey
- Key Informant Interviews
- Field Assessments and Walk Audits
- Language Access Board data and
- Hawaii Department of Business, Economic Development and Tourism (DBEDT) data.

Data is either used to inform the components of 3HSP by refining problem identification and/or incorporated as part of our Public Participation and Engagement efforts. Certain data such as the highway safety survey results are included in the 3HSP and have been shared with other traffic safety partners to help them make informed decisions about their project proposals and efforts. HDOT in conjunction with NHTSA Region 9 provided trainings to potential grant applicants that included information on how to use new survey data, how to access the data and other data sources, eligible use

[1] State Reports | UnitedForALICE

[2] Hawaii Health Matters :: SocioNeeds Index® Suite :: SocioNeeds Index® Suite :: 2023 Health Equity Index

of funds, and using SMART (specific, measurable, action-oriented, reasonable, time bound) goals and objectives.

Hawaii's goal for the 2019-2024 Strategic Highway Safety Plan (SHSP) is to reduce the fatality rate from 7.2 to 6.5 fatalities per 100,000 population, or less, by 2024, with the goal of zero traffic deaths. HDOT recognized that annual performance targets must be in align with CFR 1300.11 and be attainable. HDOT's Highway Safety Section, Traffic Safety Section, Planning Branch, Maui Metropolitan Planning Organization and Oahu Metropolitan Planning Organization (Oahu MPO) worked together to establish the three core performance measures that are required to be identical in this 3HSP and the state's Highway Safety Improvement Program (HSIP). The Highway Safety Section recognizes the recent rulemaking amendment related to performance targets and has noted that in C1-3 performance measure targets.

In addition to resources from NHTSA and the Federal Highway Administration (FHWA), and other states' methodologies as guides in establishing our targets~~,~~ the Highway Safety Section also took the following external factors into consideration in creating the 3HSP:

- Population's age (older drivers/pedestrians, young drivers)
- Drug impaired driving
- Drug use among pedestrians and bicyclists
- Employment and poverty
- Gas prices
- Houseless population
- Vehicle miles traveled (VMT)
- SHSP and its strategies
- Safe systems approach
- National Roadway Safety Strategy
- State and counties' Vision Zero Plans
- Recently passed legislation: that includes funding an in-state drug lab
- More tolerant, societal view of marijuana and other illicit substances
- Law enforcement shortages
- Increased trend in speeding and excessive speeding
- Statewide speed management collaborations
- Implementation of Hawaii's updated crash report and revised definition for serious injury
- Current and planned Infrastructure projects
- The projects proposed countermeasure strategies in this 3HSP.

The final targets were chosen using the most recent available data, linear trend lines and varying scenarios based on the external factors and resource allocation.

Identification of the Participants in the Processes

Hawaii's 3HSP is the result of the statewide, collaborative efforts of the following traffic safety groups and individuals:

- Hawaii Department of Transportation Highways Division Traffic Safety Section and Planning Section
- SHSP Core Committee and Emphasis Area (EA) members

- Hawaii Traffic Records Coordinating Committee (HTRCC)
- Traffic Commanders (local law enforcement, county prosecutors, state/county engineers, DOH, HDOT, traffic safety advocates, etc.)
- EMS and Injury Prevention Epidemiologist
- Oahu and Maui Metropolitan Planning Organization planners
- Statewide Occupant Protection/Child Passenger Safety (CPS) Committee
- Walk Wise Hawaii (WWH)
- Public health professionals
- Trauma coordinators
- Substance misuse and prevention professionals
- Highway Safety Community Survey Participants
- Ulupono Initiative
- VISTA personnel
- Houseless outreach providers and
- Mental health professionals.

Description and Analysis of the State's Overall Highway Safety Problems

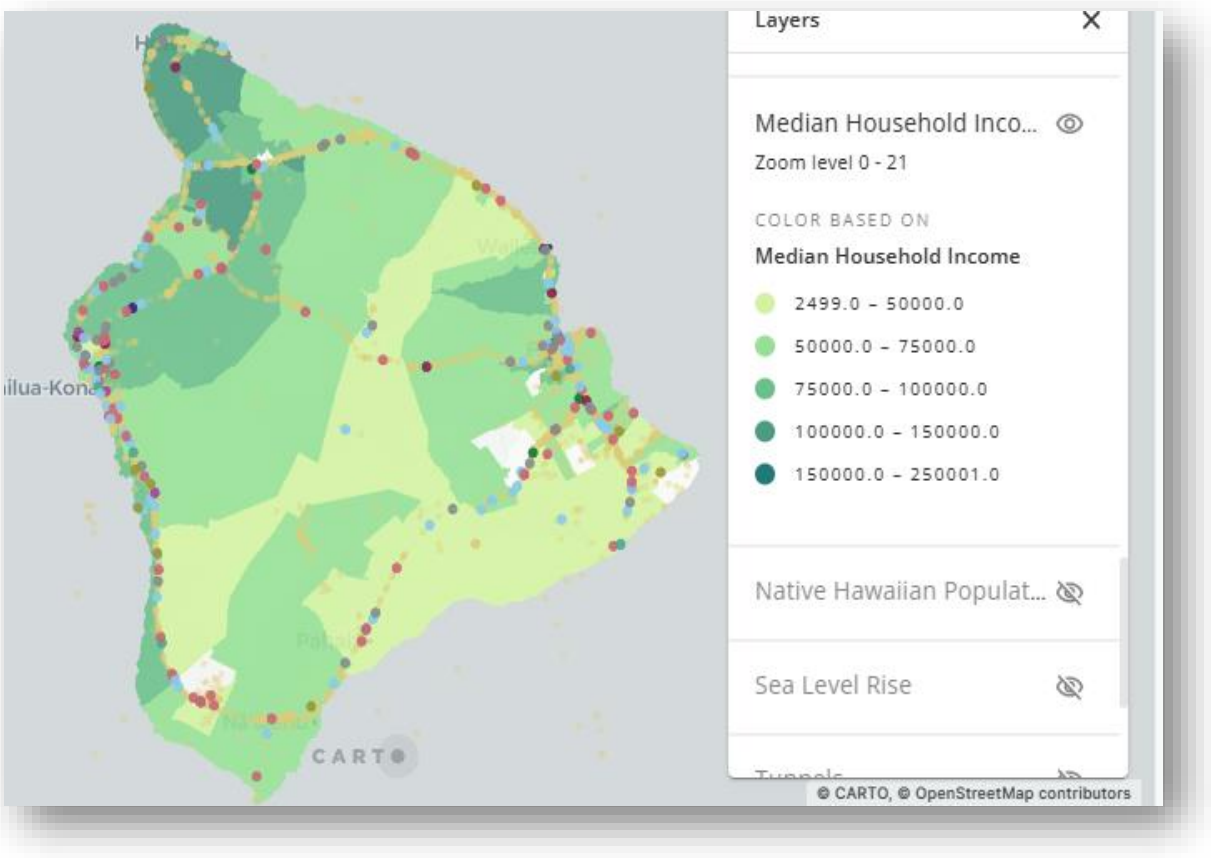
Overview of Highway Safety Problems

The table below demonstrates changes in the number of fatalities among core performance measures from 2018, pre pandemic to 2022, post pandemic.

PROGRAM PERFORMANCE AREAS	TREND DIRECTION BASED ON COMAPARING 2018 TO 2022	2018 to 2022
UNRESTRAINED	INCREASE	16 TO 19
ALCOHOL .08+	DECREASE	37 TO 25
SPEED	DECREASE	51 T0 48
MOTORCYCLE	DECREASE	34 TO 33
UNHELMETED	DECREASE	22 TO 20
20 AND YOUNGER	DECREASE	10 TO 8
PEDESTRIAN	DECREASE	42 TO 28
BIKE	INCREASE	2 TO 7

In addition to reviewing fatality data, HDOT staff and traffic safety partners have recently been trained on using new geospatial data platforms that can present a combination of fatal and non-fatal crashes, economic disparities, and safety infrastructure. The Hawaii Safety Section will use a combination of Google's CARTO platform and the State's online GIS platform identify priority communities. For the purposes of the 3HSP, we will demonstrate the most readily available data. The CARTO platform exhibits geospatial data layers of both fatal and non-fatal crashes in combination with economic and demographic data including household income and community of residence. Details of fatality data provides us crash factor information that overlaps with our performance targets on the programmatic level and the economic data represents communities that we should prioritize efforts in further understand the social norms and context particular communities and how to adapt enforcement and traffic safety messaging.

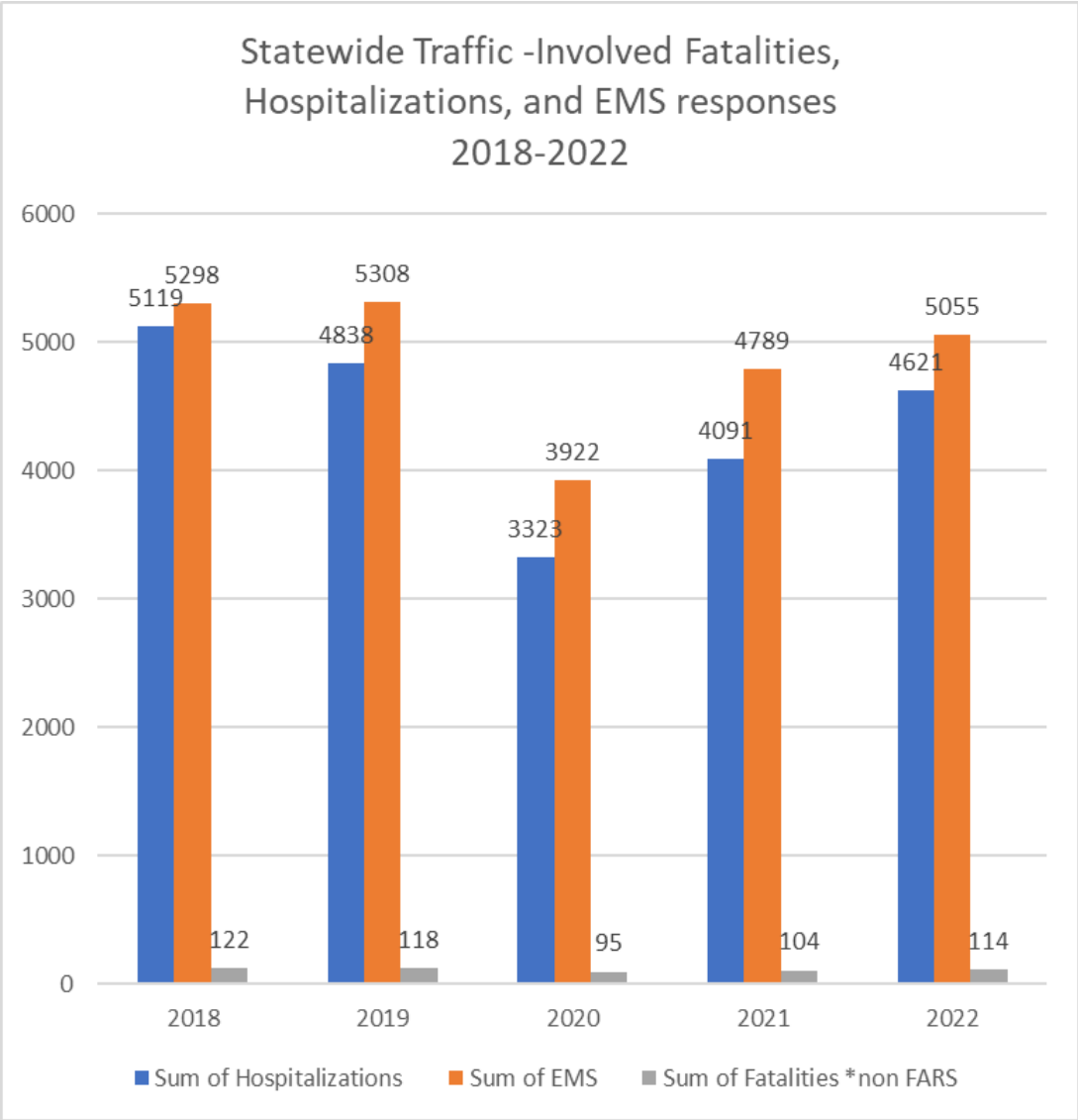
Picture 1: *Hawaii County Income + Fatal and Non-Fatal Crashes* Geospatial analysis displays the overlap of fatal and non-fatal crashes with household income by community.



Analysis of FARS, SHACA data and demographic data provides helpful information in identifying high crash corridors or areas for primary factors recorded such as alcohol, drugs, speed, pedestrian involved, or bicyclist involved. As DOT and partners work to publish data for the public, we expect we will improve data sets, since factors such as distraction, seat belt use, time of crash, and motorist and bicycle maneuvers are not commonly reported as primary crash factors.

HDOT has established STEP meetings and regular Highway Safety Meetings dedicated to learning and applying solutions towards identified and remediable crash factors. These meetings have been the catalyst for working collectively with law enforcement and engineers on specific high crash corridors, the development of safety analytics in CARTO, HeadLight®, and promoting media campaigns and our PPE efforts.

In addition, HDOT has a partnership with Hawaii Department of Health EMS and Injury Prevention Branch, Chronic Disease Prevention Division, and Alcohol and Drug Division. Included is an overview of Fatalities, Hospitalizations, and EMS responses throughout the state.



The above chart demonstrates that for every traffic fatality there are an estimated 48 individuals hospitalized or 53 Emergency Medical Service responses to traffic related injuries.

Part 2
Public Participation and Engagement

Public Participation and Community Engagement (PPE) Plan

Definitions applicable to this Section.

Affected Communities: Defined in this section and throughout the 3HSP as a community represented by county or zip code as having a score of 50 or higher on the Socio Needs Index, or an affected community identified in the ALICE report for Hawaii.

ALICE[3]*:* Asset Limited Income Constrained Employment (ALICE) data provides a statewide report that includes a community analysis based on what united way calls Household Survival Budget, which uses the American Community Survey and local data to calculate the cost of household essentials for each county in Hawaii and relies on a wide range of sources for the budget items of housing, childcare, food, transportation, health care, and a smartphone plan, plus taxes. This report helps identify affected communities.

Community Traffic Talk Stories: Public engagement opportunity to allow the public and traffic partners to share traffic safety concerns in a casual environment.

HSIP: Highway Safety Improvement Plan.

HeadLight®: The Highway Safety Section uses an application on an iPad to conduct in-field assessment at a traffic crash location. The application captures behaviors, enforcement, and community activities, built environment, verbal comments from community members, community factors in a physical and text for drivers and vulnerable road users at any given area. The data captured in the application can be formulated into a report and sent to applicable traffic safety partners.

LEP: Limited English Proficiency

OLA: Office of Language Access

SHSP: Strategic Highway Safety Plan.

SNI or Socio Needs Index[4]: Socio Needs Index is a tool built by the Hawaii Department of Health that ranks geographic regions by county, zip code and socio determinants of health (income, poverty, education, language, access to health care, employment, and poverty).

VRUSA: Vulnerable Road Users Safety Assessment.

Walk Audit: Is a physical assessment conducted on foot or bike in a geographic area, usually along the distance of ½ mile, or at an intersection.

[3] ALICE 2023 data Hawaii: https://unitedforalice.org/all-reports
[4] Socio Needs Index: https://www.hawaiihealthmatters.org/indexsuite/index/healthequity

Triennial 3HSP Engagement Planning

Choosing Data to inform PPE

In the fall of 2022, the Highway Safety Section reviewed the available draft version CFR 1300.11 prior to the finalization of BIL and began to plan for the public participation and community engagement (PPE) portion of the 3HSP.

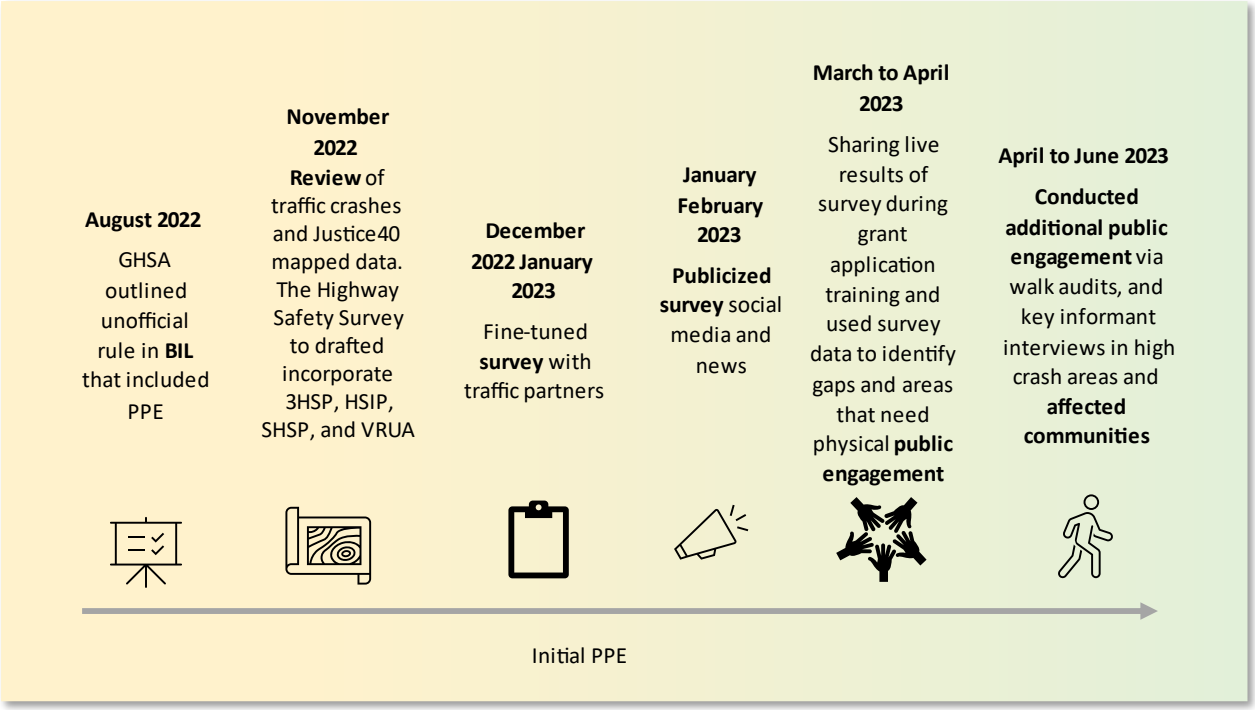
The Highway Safety Section started by participating in Justice40 webinars and practiced using Justice40 data in a deep data dive with RPM and their data expert. The Highway Safety Section presented Justice40 data to traffic safety partners and recognized that Justice40 data did not represent underserved populations in Hawaii, because the communities outlined were in geographic areas with limited to no population, or information was not appropriately reflecting communities impacted by social or economic hardship.

To meet the needs of finding data sources to identify affected/ underserved communities, in spring of 2023, the Highway Safety Section reviewed available data from Hawaii's Socio Needs Index (SNI) and ALICE data. To meet the needs of finding data to identify affected/ underserved communities, in spring of 2023, the Highway Safety Section reviewed available data from Hawaii's Socio Needs Index (SNI) and ALICE data. Upon review, both data sources were chosen, because they provide a nexus of geographic information paired with demographic, social and economic factors. The SNI is a tool built by the Hawaii Department of Health that ranks geographic regions by zip code and social determinants of health (income, poverty, education, language, access to health care, employment, and poverty). Communities or zip codes that score highest above 50 percent are considered communities of highest need. ALICE provides a statewide report that includes a community analysis based on what they call Household Survival Budget, which calculates the cost of household essentials for each county in Hawaii and relies on a wide range of sources for the budget items of housing, childcare, food, transportation, health care, and a smartphone plan, plus taxes. Both Socio Needs Index and ALICE provide analysis in geospatial information broken down by zip codes. Because both data sources use zip codes, that information on a map can be compared overlapping crash data.

Public Engagement Efforts and Goals

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:

1. Gathered and reviewed crash data, social, demographic, and economic data to help identify traffic safety problems to inform 3HSP, HSIP, SHSP (complete).
2. Conduct the following public engagement opportunities:
    a. Create and deploy a comprehensive **statewide highway safety survey**.
    b. Conduct **key informant interviews** and **walk audits/ assessments** in areas identified in crash data and that score high on the Socio Needs Index (SNI) or the ALICE report (initial and going).
3. Highway Safety Office hosted a FFY 2024 grant applications training, which included using information captured from the survey and encouraging applicants to identify local sources of information to inform grant project activities.



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:

4. To review and use results collected in **statewide highway safety survey, key informant interviews, walk audits,** and **community traffic talk stories** in combination with crash data to inform FFY 2025 and FFY 2026 grants and projects.
5. Throughout the duration of the 3HSP, identify and resolve safety concerns expressed by communities, especially communities that score high on the SNI or meet ALICE threshold.
    a. Partner with Office of Language Access and Judiciary to ensure accessibility from individuals with LEP to provide public input regarding safety concerns and respond with resources and additional training where applicable.

Results of the Initial Engagement Outcomes

Selecting a survey for initial PPE

In November of 2022, the Highway Safety Section in partnership with the Traffic Branch designed the Statewide Highway Safety Community Survey. A survey tool was selected since it would be the most efficient means to disseminate contextually appropriate questions related to traffic safety statewide and to LEP individuals. Hawaii is unique in that it is comprised of 4 counties and 6 primary inhabited islands that are accessible only by plane, which made the option of coordinating traveling and hosting planning meetings on each respective island logistically challenging for the initial portion of PPE efforts, however future in-person opportunities are included in our ongoing PPE efforts. The statewide highway safety survey was favorable among our department administration because the survey could be publicized through various forms of media, capture more information, attain a broader reach to community members that may not attend an in person meeting due to financial, logistical or transportation

challenges. In addition, providing a statewide survey permits the department, partnering agencies and grant applicants to see results in real time and plan projects accordingly. Survey results will assist highway safety office in identifying gaps in communication and planning to incorporate additional public participation opportunities to those who may not have access to an online survey.

Benefits and applicable uses of the survey results to inform 3HSP efforts:

- Law enforcement partners would be able to identify communities that express gaps in enforcement to addressing surveyed issues like speeding, impaired driving, distracted driving, yielding to pedestrians, occupant protection, and bike safety.
- Our communications office and the Highway Safety Section would be able to identify areas that may need additional messaging and promotion.
- Sorting responses by zip code and aligning them with ALICE and SNI data will help identify and prioritize affected communities.
- The traffic and planning branches could use results pointing to engineering issues and identify areas that may need revised design, signage, or infrastructure modifications.

The survey was formatted to receive responses from LEP individuals or those whose primary language may not be English. Respondents were asked to provide a zip code that best represents their community. The option of zip code entry provided a respectable amount of anonymity while enough location information from the respondent that could then be compared with crash data, SNI and ALICE.

Questions included in the statewide survey were specifically chosen to align with common performance measures included in the 33HSP. In addition, the survey was structured to allow respondents to give their honest opinion to whether they agreed if there was adequate traffic safety enforcement, education, and awareness, and if they would like to see additional infrastructure changes in their community. Infrastructure questions were asked, because the Highway Safety Office are close partners with county vision zero efforts, MPOs and our traffic branch, which is responsible for the HSIP and the VRUSA.

Using HeadLight® to conduct walk audits as a part of PPE

In spring of 2023, the Highway Safety Section alongside other traffic safety partners including the Traffic Branch and County Police Departments, walk audits in areas identified by either the community, crash data, or the survey. Prior to conducting the walk audits, the highway safety section collaborated with our planning branch to customize a construction project analysis iPad application to become an application we could perform and in-field assessment to capture behavioral and infrastructure traffic safety issues. The application, known as HeadLight® incorporates visual, video, and pre-programed tags to document and assess a given traffic location. That application captures behaviors from all road users, enforcement activities, built environment, verbal comments from community members, community factors in a physical and text for drivers and vulnerable road users at any given area. The data captured in the application can be formulated into a report and sent to applicable traffic safety partners.

Summary of Initial PPE

Tables below is a summary and description of public engagement efforts and A summary of the issues covered; and how the affected communities' comments and views have been incorporated into the development of the triennial 3HSP.

Event: Survey	
Attendees	1460+ Statewide
Affected Community	6 Communities Identified
Issues Covered	Travel modes, Enforcement, Education, Built Environment/Engineering
How Affected Communities comments/concerns are incorporated into 3HSP	Results highlighted and shared with stakeholders to inform efforts surrounding enforcement, planning, engineering, and communications. Zip codes correlating to SNI, or ALICE used to highlight affected communities' voices and concerns.

Event: Walk Audit Sumner Lane and Nimitz HWY	
Attendees	Homeless outreach provider, Pedestrian Safety Community Outreach (contractor), Highway Safety Staff, Highway Safety Manager
Affected Community	Yes- one of the highest-ranking affected communities identified by ALICE Kalihi/ Sand Island: Sumner Ln and Nimitz
Issues Covered	Speed Enforcement, Education, Built Environment/Engineering -Speed, correlation between substance use and houseless inhabiting unsafe government property along roadside, nearby community, social services, and shelter. Speed Enforcement, Education, Built Environment/Engineering -Speed, correlation between substance use and houseless inhabiting unsafe government property along roadside, nearby community, social services, and shelter.
How Affected Communities comments/concerns are incorporated into 3HSP	Highway Safety Section will continue to partner through its pedestrian safety coordination efforts with this affected community to provide outreach providers in the community training and resources and where 3HSP cannot provide funding we will partner with the DOT homeless coordinator, traffic branch, and OMPO to identify solutions to address traffic safety.

Event: Survey Puuhale and Nimitz to Sand Island Access Road	
Attendees	Highway Safety Manager, Traffic Branch Section Head, DTS outreach, 2 employees of adjacent McDonalds, 2 community members walking to work.
Affected Community	Yes- one of the highest-ranking affected communities identified by ALICE
Issues Covered	Visual safety improvements onto Sand Island Access Road for transit users, but missing sidewalk and blind curve exiting Sand Island Access Road, verbal concern of violent behavior in the area, heavily used transit area for workers, nearby homeless shelter, substance abuse treatment center, and nearby prison.

How Affected Communities comments/concerns are incorporated into 3HSP	Highway Safety Section will continue to partner through its pedestrian safety coordination efforts with this affected community to provide outreach providers in the community training and resources and where 3HSP cannot provide funding we will partner with the DOT homeless coordinator, traffic branch, and OMPO to identify solutions to address traffic safety.

Event: Key Informant Interviews Kalihi/Sand Island Area	
Attendees	Oahu Metropolitan Planning Organization, Addiction Specialist, DOT Homeless Coordinator
Affected Community	Yes- one of the highest-ranking affected communities identified by ALICE
Issues Covered	Speed Enforcement, Education, Speed improvements, lenient laws on drug use creating a "revolving door" environment between substance dependent and treatment. Safeguarding working and school aged population in the area to ensure safe access to work, school, and resource.
How Affected Communities comments/concerns are incorporated into 3HSP	Highway Safety Section will continue to partner through its pedestrian safety coordination efforts with this affected community to provide outreach providers in the community training and resources and where 3HSP cannot provide funding we will partner with the DOT homeless coordinator, traffic branch, and OMPO to identify solutions to address traffic safety.

Event: West Oahu Ewa Beach Kapolei Parkway	
Attendees	Highway Safety Manager, Highway Safety Specialists, 2 community members
Affected Community	Yes
Issues Covered	Speeding and distracted driving in residential neighborhood, reports of hit and run involving driver and student.
How Affected Communities comments/concerns are incorporated into 3HSP	Highway staff already followed up with a community event during distracted driving awareness month using the "safety chick." Continued encourage DTS and law enforcement to continue efforts in this area to address speed and distracted driving.

Event: Walk Audit (3) South Hilo, Hilo, North Hilo	
Attendees	Hawaii County Police Department, Highway Safety Manager, Highway Safety Specialist
Affected Community	Yes- East Hawaii
Issues Covered	Speed, distracted driving, occupant protection, and pedestrian safety
How Affected Communities comments/concerns are incorporated into 3HSP	Requested follow up including bringing "safety chick" to pedestrian safety enforcement and public engagement efforts around schools

Event: Key Informant Interview Kauai	
Attendees	Highway Safety Manager, Kauai Get Fit Leader, Kauai District Health Officer, Trauma Coordinator Wilcox Memorial
Affected Community	
Issues Covered	Enforcement and community engagement efforts
How Affected Communities comments/concerns are incorporated into 3HSP	Follow up including bringing “safety chick” and VISTA to Kauai to conduct walk audits.

Results of Highway Safety Survey

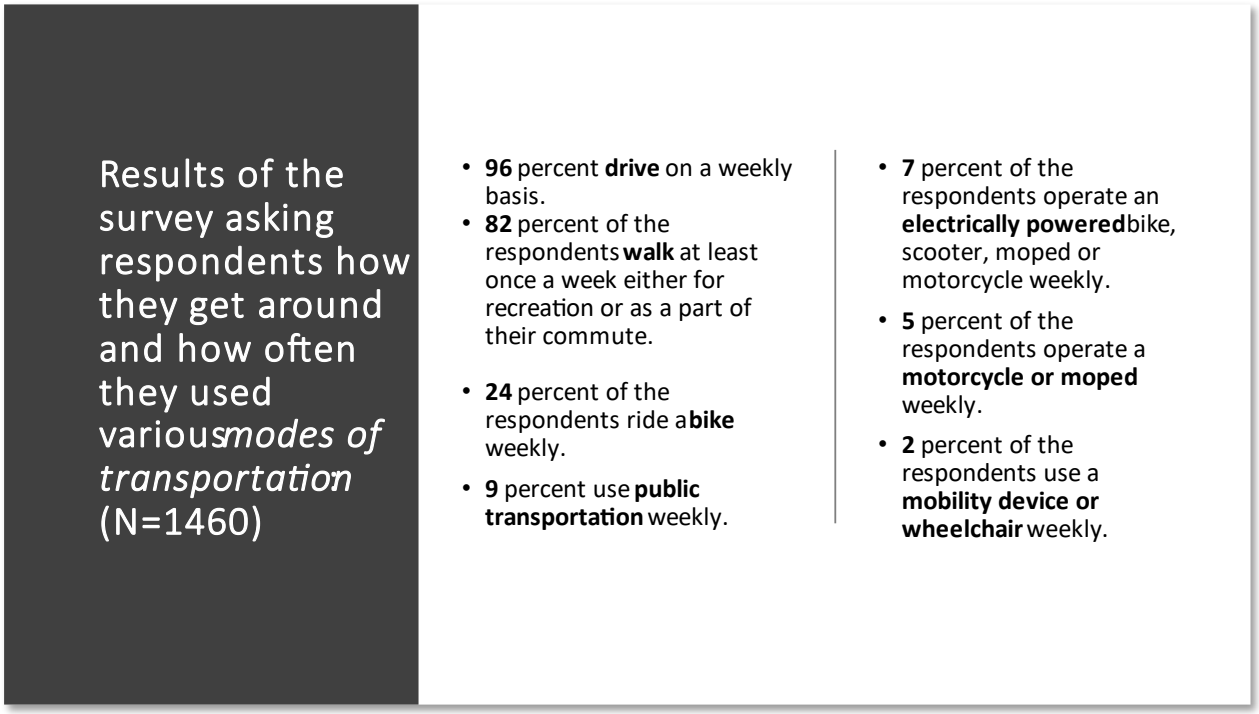
The Highway Safety Survey went live January 2023, and was promoted in the local media, and on social media. To date has already provided feedback from over 1460 participants from across the State.[5]

The survey was developed with the intention of being an initial public engagement tool that would allow statewide participation. The survey asked highway safety questions as they relate to education, enforcement, and engineering strengths and weaknesses in their community.

Statewide Highway Safety Survey Results Snapshot

Multi-Lingual: Survey provided in 7 languages; responses thus far represent predominantly English followed by Japanese.

Multi-Modal



[5] Highway Safety Survey: https://forms.office.com/Pages/ResponsePage.aspx?id=xt5HOLJj-UOm0FikCqoaEGAi4opW_xpNt04rcA11s61UQ0dDVVEwQ0Y2WkpSMTg5QzNSRUE5QUZLRC4u

Enforcement

Results of the survey asking respondents if they felt there was adequate enforcement addressing key safety issues in their community: (N=1460)

Response choices: Agree, Neutral, or Disagree

Percentages represent the proportion of survey respondents who "disagree" that there is adequate enforcement in the following areas in their community:

- **67** percent **speeding drivers**
- **67** percent drivers who are **distracted** by their cell phones or other electronics
- **61** percent drivers who **run through red lights**
- **60** percent addressing drivers who **fail to stop for someone trying to cross in a crosswalk**
- **47** percent **drug impaired driving**
- **47** percent drivers who **drive too close (within 3 feet) of bicyclists**
- **45** percent **drunk driving**
- **30** percent drivers and passengers who are not **wearing their seatbelt** (including children)

Education and Awareness

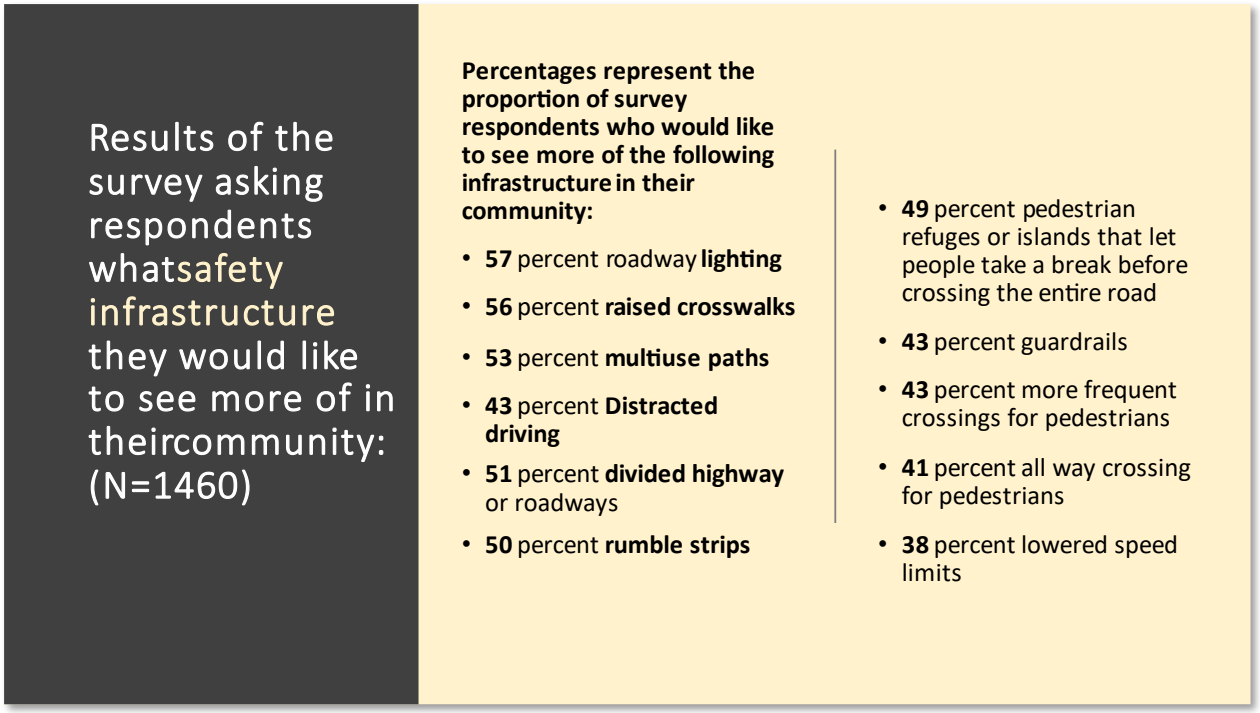
Results of the survey asking respondents if they felt there was adequate education and awareness addressing key safety issues in their community: (N=1460)

Response choices: Agree, Neutral, or Disagree

Percentages represent the proportion of survey respondents who "disagree" that there is adequate education and awarenessin the following areas in their community:

- **58** percent **e-powered vehicles (e-scooters, e-bikes, etc.)**
- **51** percent **pedestrian safety**
- **44** percent **motorcycle training and motorcycle safety**
- **43** percent **distracted driving**
- **18** percent **child passenger safety** Checks and **restraint laws**
- **38** percent Dangers of **speeding** or driving too fast
- **32** percent **drunk driving** enforcement
- **37** percent **drug impaired driving**

Engineering and Design:



Input from Affected Communities: Survey recommended respondents input a zip code that best represents their community. The following table combines ALICE data, SNI data, zip codes, and concerns expressed in the Highway Safety Survey. ALICE and SNI provide enough data to demonstrate communities that are traditionally underserved. The survey demonstrates an ability to capture traffic safety concerns and suggestions from affected communities.

Zip Code	Community	Concerns/ Quotes
96729 and 96748	Molokai Median Household Income $36,000 *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 Median Household Income $26,000 *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. Enforcement and Education around Speeding, Impaired Driving, and Pedestrian Safety

96704	Captain Cook/ Ocean View Median Household Income $46,000 *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 Median Household Income $21,000 *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 to 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 Median Household Income $53,000 *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.
96792	Waianae/ Nanakuli Median Household Income $40,000 *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. Transit stop/ speed hump alignment.

Results mentioned in this table are designed to highlight responses in the survey that correlate with communities that have low median household income. The comments and concerns expressed are not directly connected with an individual, their income or poverty status.

Ongoing Engagement Planning

Ongoing Highway Safety Survey Review

Highway Safety Section and traffic safety partners plan to continue reviewing responses and keep the survey open till December 2023 to 3HSP enforcement and education projects and HSIP projects.

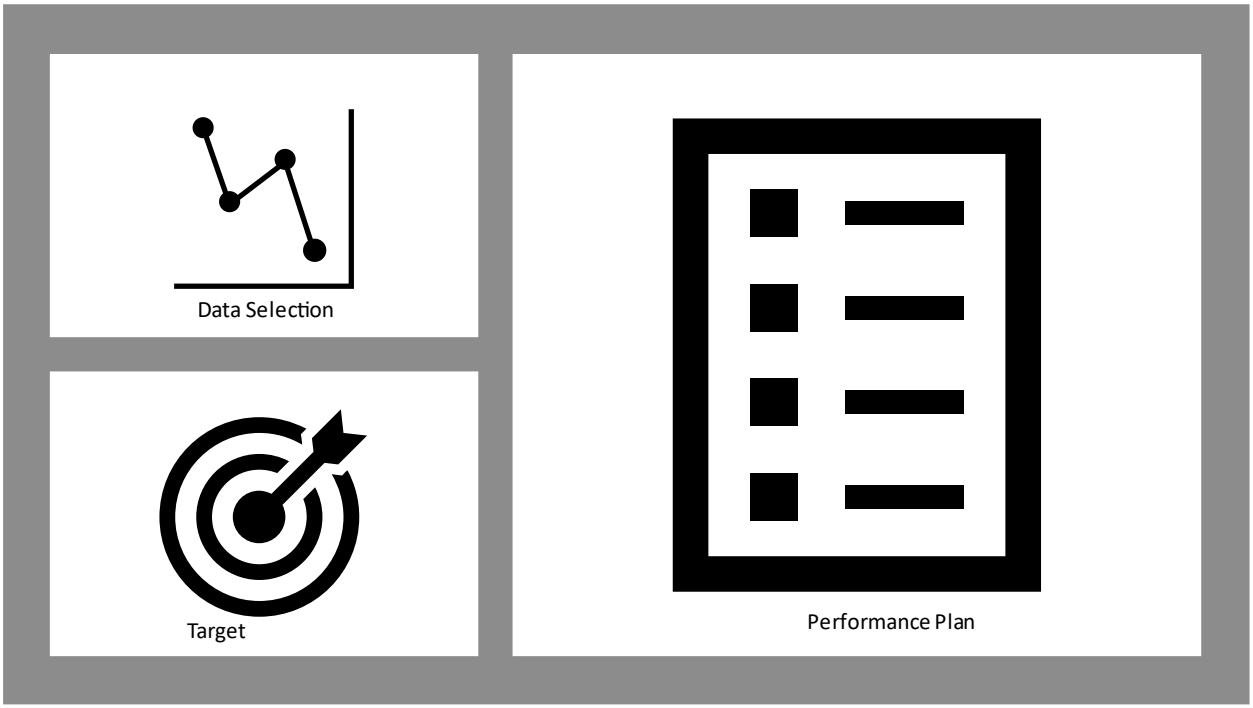
In Field Assessments/ Walk Audits

In June of 2023, the Highway Safety Section onboarded a Volunteers in Service to America (VISTA) from the Department of Land and Natural Resources (DLNR) Climate Change and Mitigation Office. The VISTA will be working with the Highway Safety Section one day a week through June 2024. Their title, which fits their job description is a "Vulnerable Road User Community Outreach VISTA." This title is depictive of their tasks, which will be to conduct community assessments in areas where those walking and biking are at risk of traffic injuries. The community assessments will be conducted in areas known for crashes among pedestrians and bicyclist or areas of concern expressed by the community. This task excludes areas deemed naturally unsafe or otherwise prohibited (i.e., freeways) from pedestrian or bicycle access. The assessments will be shared with our respective partners working on pedestrian and bicycle safety efforts, traffic branch engineers, law enforcement and the homeless outreach coordinator.

Community Traffic Talk Stories

Community Traffic Talk Stories will be modeled after a local program called "Coffee with a Cop," which is designed to open opportunities for the community to engage with community law enforcement in a welcoming environment. Community Traffic Talk Stories will be hosted in affected communities and or communities experiencing high crashes. The objective will be to help the community to see the traffic safety office and law enforcement as a resource to address their traffic safety concerns.

Part 3
Performance Plan



Highway Safety Performance Targets

Hawaii has established the following core performance measure targets for FFY 2024-2026. To demonstrate constant or improved targets, all performance measure targets were set using 2022 preliminary state fatalities as the baseline annual fatality number, because it is the most currently available data that is reflective of both regional and national increase in fatalities since COVID-19.

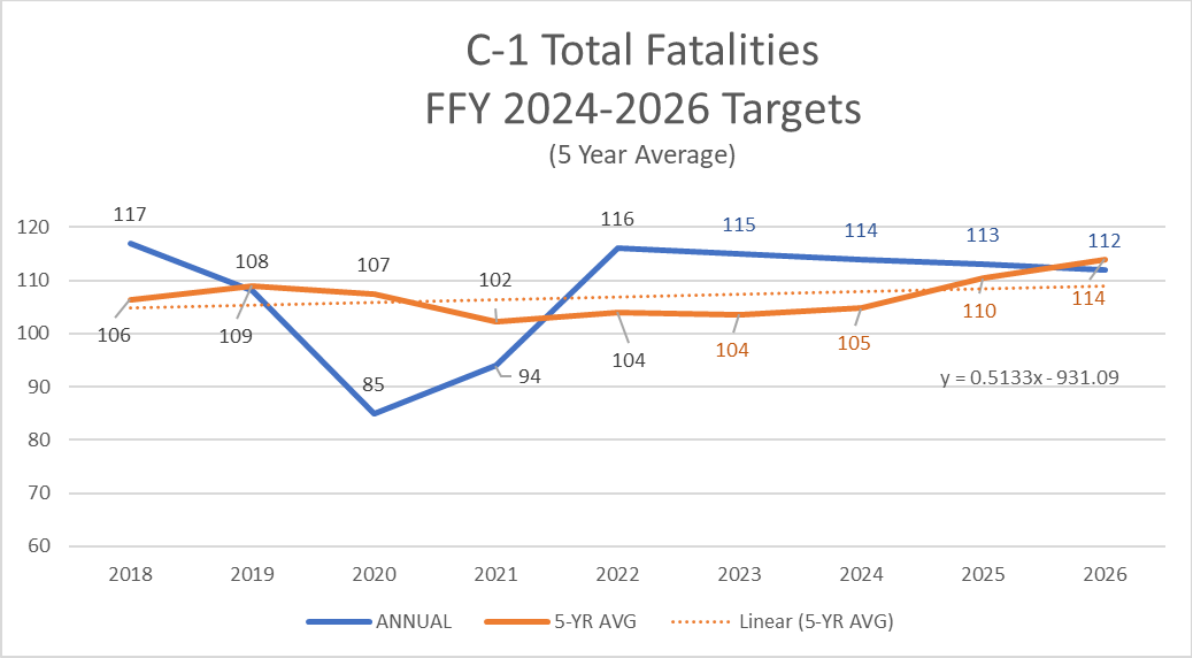
			Current State Data					Projected Targets			
			2018	2019	2020	2021	2022	2023	2024	2025	2026
C-1	**Traffic Fatalities** Reduce annual traffic fatalities from 116 in 2022 to 112 by 2026	State Annual	117	108	85	94	116	115	114	113	112
		5-Year Rolling Avg.	106	109	107	102	104	104	105	110	114
C-2	**Serious Injuries in Traffic Crashes** Reduce annual serious injuries in traffic crashes from 572 in 2022 to 550 by 2026.	State Annual	356	574	485	546	572	565	560	555	550
		5-Year Rolling Avg.	441	455.2	451.4	473.2	506.6	548.4	545.6	559.6	560.4
C-3	**Fatalities/100M VMT** Reduce Fatalities/100 MVMT from 1.14 in 2022 to 1.06 by 2026.	State Annual	1.08	0.98	0.97	0.94	1.14	1.1	1.09	1.08	1.06
		5-Year Rolling Avg.	1.01	1.02	1.03	0.99	1.02	1.03	1.05	1.07	1.09

			Current State Data					Projected Targets			
			2018	2019	2020	2021	2022	2023	2024	2025	2026
C-4	**Unrestrained Passenger Vehicle Occupant Fatalities, All Seat Positions**	State Annual	16	16	13	20	19	18	18	18	18
	Reduce unrestrained passenger vehicle occupant fatalities, all seat positions from 19 in 2022 to 18 fatalities a year by 2026	5-Year Rolling Avg.	18	18	18	17	17	17	17	19	18
C-5	**Alcohol-Impaired Driving Fatalities**	State Annual	38	36	28	28	25	28	28	28	28
	Maintain alcohol impaired driving fatalities at 28 through 2026	5-Year Rolling Avg.	37	38	36	34	31	29	27	27	27
C-6	**Speeding-Related Fatalities**	State Annual	51	52	37	45	48	47	47	47	47
	Reduce speeding-related fatalities from 48 in 2022 to 47 fatalities a year from by 2026	5-Year Rolling Avg.	47	50	49	47	47	46	45	47	47
C-7	**Motorcyclist Fatalities**	State Annual	34	20	18	33	33	33	32	32	32
	Reduce the annual fatalities from 33 in 2022 to 32 fatalities a year by 2026	5-Year Rolling Avg.	27	26	24	26	28	27	30	33	32

			Current State Data					Projected Targets			
			2018	2019	2020	2021	2022	2023	2024	2025	2026
C-8	**Unhelmeted Motorcyclist Fatalities**	State Annual	22	14	13	21	20	20	20	20	20
	Maintain annual unhelmented motorcyclist fatalities at 20 a year through 2026	5-Year Rolling Avg.	16	16	16	17	18	18	19	20	20
C-9	**Young Driver Fatalities**	State Annual	10	12	8	11	8	7	7	7	7
	Reduce annual young driver fatalities from 8 in 2022 to 7 a year by 2026	5-Year Rolling Avg.	10	11	10	9	10	9	8	8	7
C-10	**Pedestrian Fatalities**	State Annual	42	36	21	25	28	28	28	28	28
	Maintain Pedestrian Fatalities at 28 a year through 2026	5-Year Rolling Avg.	27	29	28	28	30	28	26	27	28
C-11	**Bicyclist Fatalities**	State Annual	2	4	4	4	7	7	7	7	7
	Maintain annual Bicyclist fatalities at 7 a year through 2026	5-Year Rolling Avg.	3	3	3	4	4	5	6	6	7
C-12	**Observed Seat Belt Use Rate** Maintain above 90 percent use rate through 2026	State Annual Percent	97.7	97.5	96.0	95.8	95.8	95.8	95.8	95.8	95.8

Performance Plan: C-1 Traffic Fatalities (State Fatalities)

Performance Plan: C-1 Traffic Fatalities (State Fatalities)



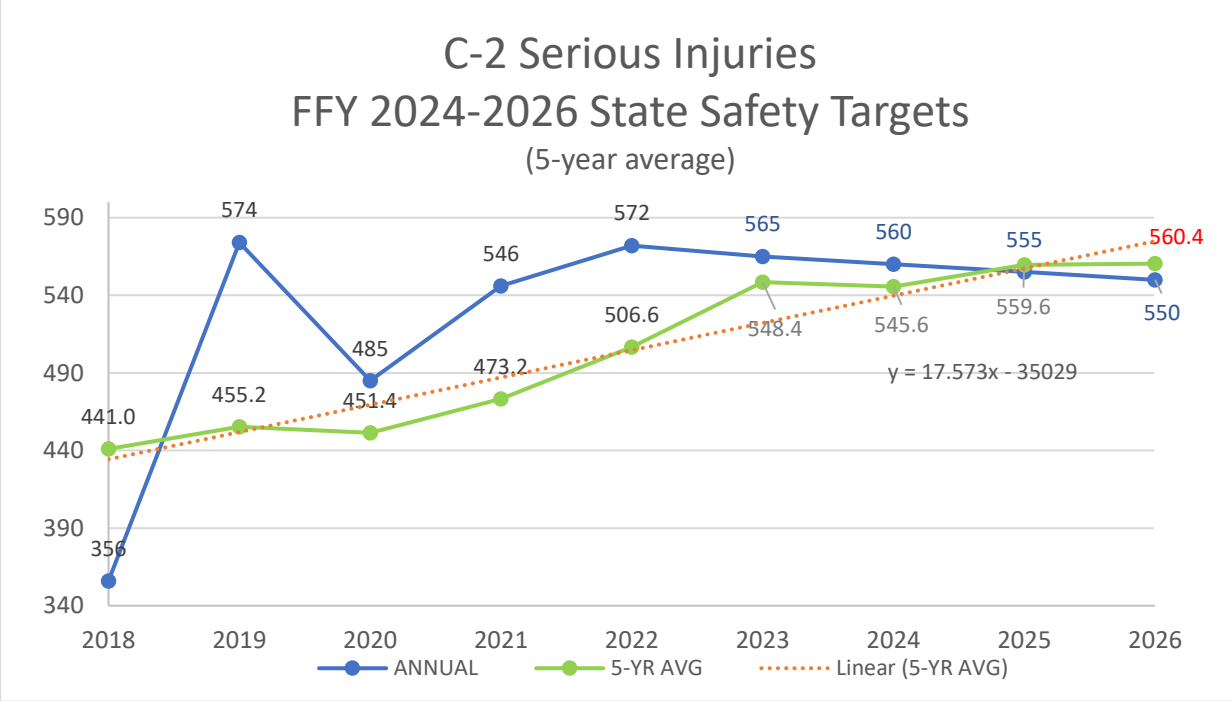
Target: Reduce annual traffic fatalities from 116 in 2022 to 112 by 2026
Annual 2024 target: 114
Annual 2025 target: 113
Final and Annual 2026 target: 112

Justification: This performance target was determined by using a linear trend line based on the 2018-2022 five-year moving average data with a one fatality reduction a year recorded in the analysis and an understanding of external factors, including the sharp increase in fatalities identified in 2022; law enforcement shortages; traffic crashes impacting affected communities; behavioral trends; County and State Vision Zero Action Plans; implemented and planned infrastructure safety improvement projects; and safety impacts of proposed grants.

This performance target may differ from the State's HSIP target, because 3HSP targets were set with the exemption under CFR1300.11. However, performance measure target setting has been a collaborative effort between HDOT's Highway Safety Section, HDOT's Planning Branch, Traffic Safety Section, Oahu MPO, and Maui MPO.

Performance Plan: C-2 Serious Injuries

Performance Plan: C-2 Serious Injuries



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

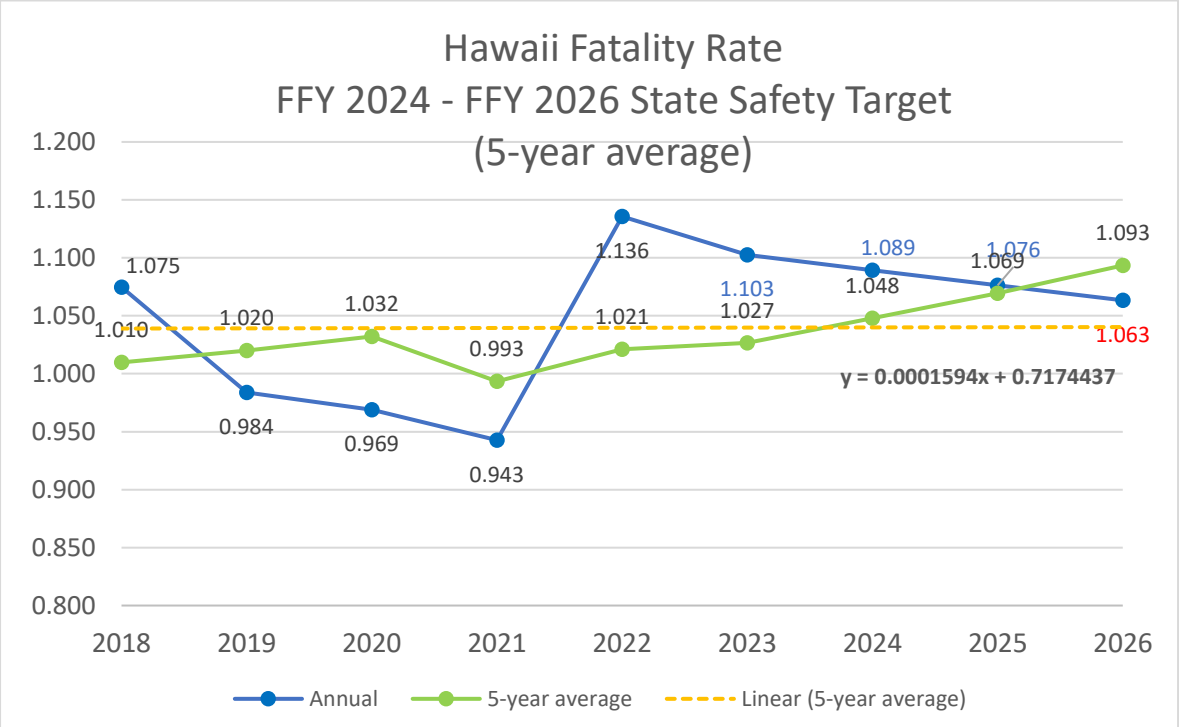
Annual 2024 target: 560
Annual 2025 target: 555
Final and Annual 2026 target: 550

Justification: This performance target was determined by using a linear trend line based on the 2018-2022 five-year moving average data with a reduction of 5 serious injuries a year recorded in the analysis and an understanding of external factors, including the sharp increase in fatalities identified in 2022; law enforcement shortages; traffic crashes impacting affected communities; behavioral trends; County and State Vision Zero Action Plans; implemented and planned infrastructure safety improvement projects; and safety impacts of proposed grants.

This performance target may differ from the State's HSIP target, because 3HSP targets were set with the exemption under CFR1300.11. However, performance measure target setting has been a collaborative effort between HDOT's Highway Safety Section, HDOT's Planning Branch, Traffic Safety Section, Oahu MPO, and Maui MPO.

Performance Plan: C-3 Fatality Rate

Performance Plan: C-3 Fatality Rate



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

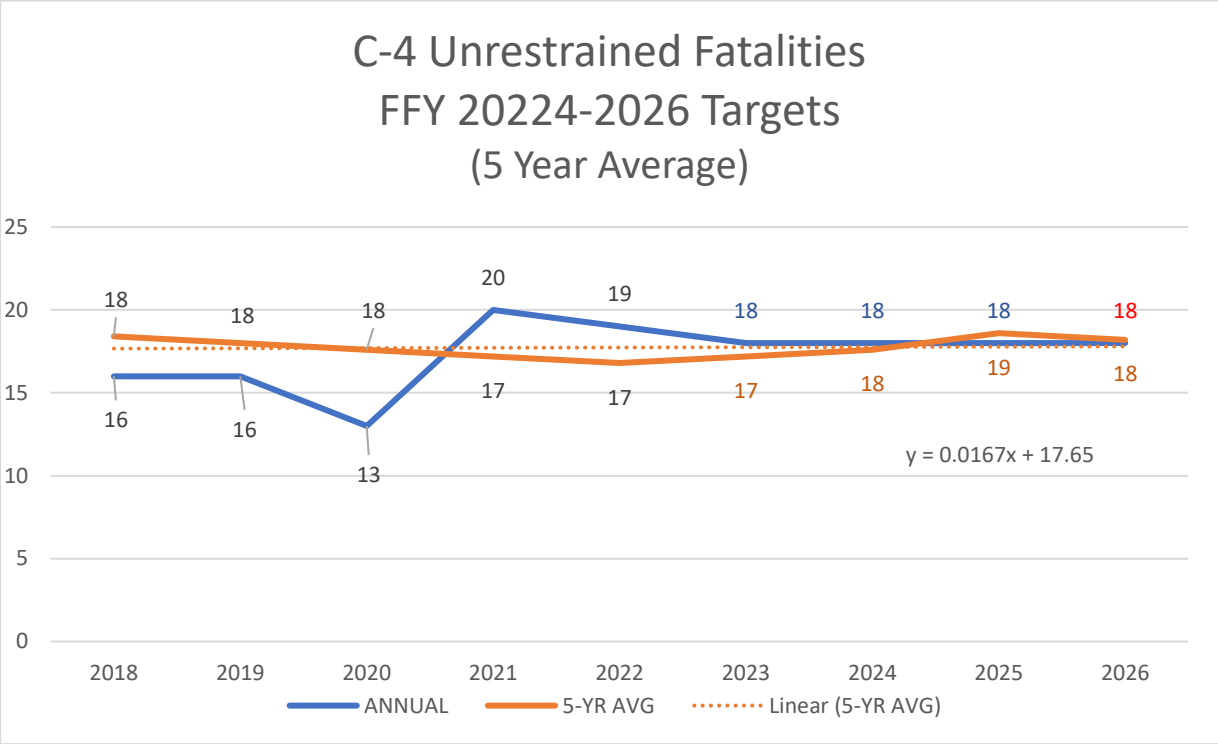
Annual 2024 target: 1.09
Annual 2025 target: 1.08
Final and Annual 2026 target: 1.06

Justification: This performance target was determined by reviewing the linear trend line based on the 2018-2022 five-year moving average data, using a baseline from the 2022 VMT fatality rate and demonstrating an annual reduction each year, and understanding external factors, including the sharp increase in fatalities identified in 2022; fluctuations in vehicle miles traveled during COVID travel restrictions and workforce returning to office environments; traffic crashes impacting affected communities; behavioral trends; County and State Vision Zero Action Plans; implemented and planned infrastructure safety improvement projects; and safety impacts of proposed grants.

This performance target may differ from the State's HSIP target, because 3HSP targets were set with the exemption under CFR1300.11. However, performance measure target setting has been a collaborative effort between HDOT's Highway Safety Section, HDOT's Planning Branch, Traffic Safety Section, Oahu MPO, and Maui MPO.

Performance Plan: C-4 Unrestrained Passenger Vehicle Occupant Fatalities in All Seating Positions

Performance Plan: C-4 Unrestrained Passenger Vehicle Occupant Fatalities in All Seating Positions



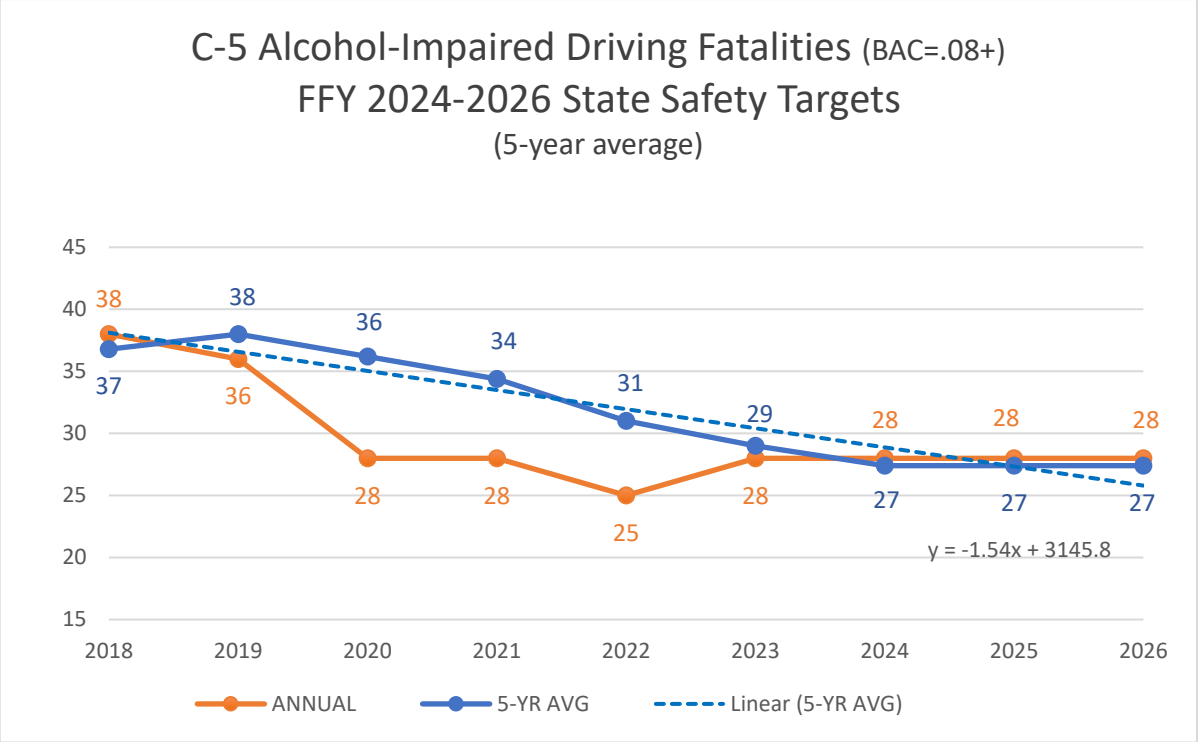
Target: Reduce unrestrained occupant fatalities from 19 in 2022 to 18 through 2026.

Annual 2024 -2026 Target: 18

Justification: This performance target was determined by reviewing a linear trend line based on the 2018-2022 five-year moving average data and an analysis of external factors, including Hawaii's consistent high seat belt usage rate; the passing of new child passenger safety laws; Vision Zero Plans developed and implemented in each county; utilizing the Safe Systems approach to occupant safety and safety impacts of proposed grants.

Performance Plan: C-5 Alcohol-Impaired Driving Fatalities (BAC=.08+)

Performance Plan: C-5 Alcohol-Impaired Driving Fatalities (BAC=.08+)



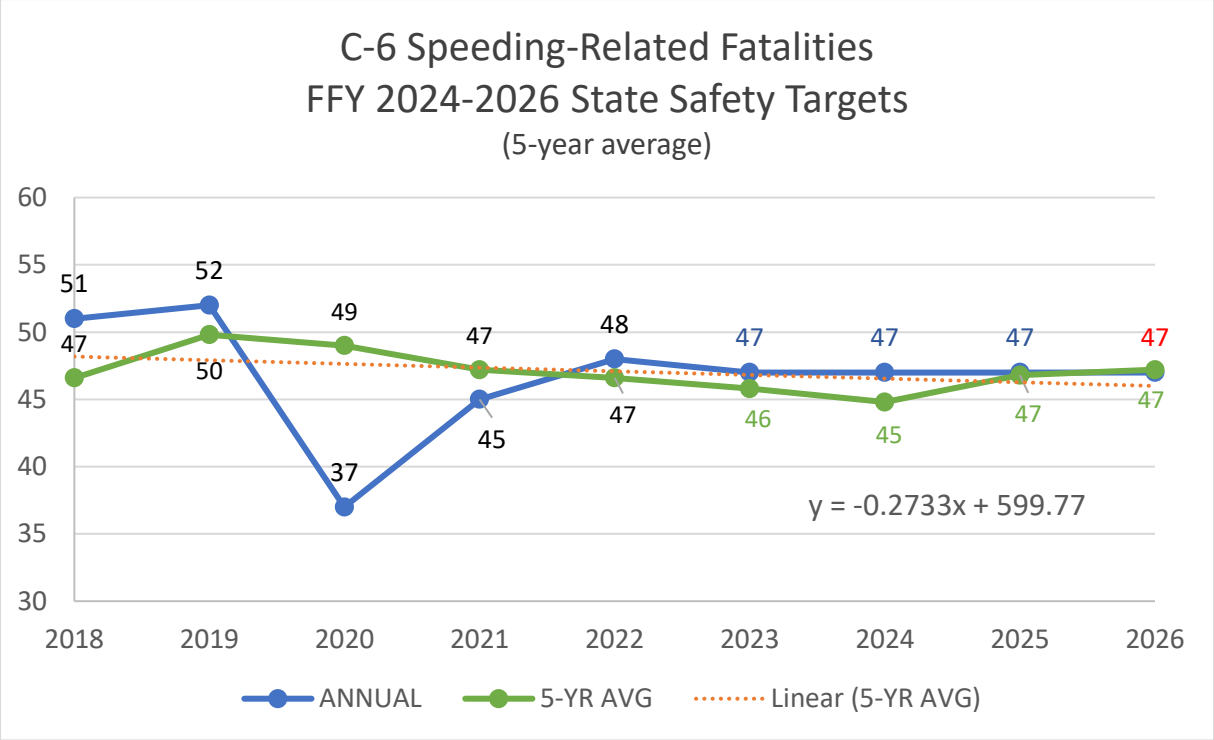
Target: Maintain a target of 28 by 2026.

Annual 2024-2026 Targets: 28

Justification: This performance target was determined by estimating the number of alcohol impaired fatalities using both confirmed and pending toxicology reports. In addition, reviewing a linear trend line based on the 2018-2022 five-year moving average data and an analysis of external factors, including the Highway Safety Section's planned revamp of our impaired driving program; greater collaborations among partners; utilizing a Safe System Approach to impaired driving and other traffic safety issues; and safety impacts of proposed grants.

Performance Plan: C-6 Speeding-Related Fatalities

Performance Plan: C-6 Speeding-Related Fatalities



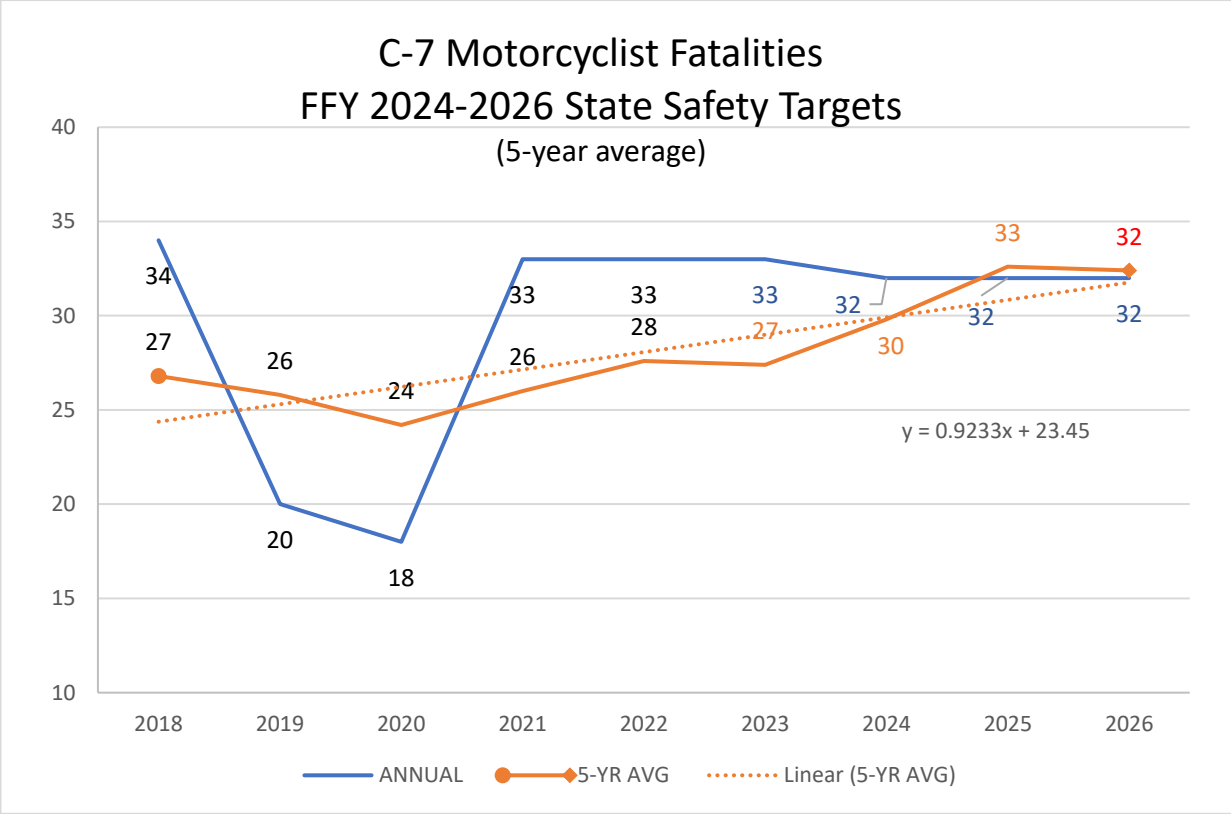
Target: Maintain the annual number of speed-related fatalities at 47 through 2026.

Annual 2024-2026 Targets: 47

Justification: This performance target was determined by reviewing a linear trend line based on the 2018-2022 five-year moving average data and an analysis of external factors, including unexpected impacts from COVID-19 (increase in speeding/excessive speeding); Vision Zero Plans developed and implemented in each county; planned roadway infrastructure safety improvement projects; and safety impacts of proposed grants, such as speed enforcement and a statewide enforcement and communications campaign.

Performance Plan: C-7 Motorcyclist Fatalities

Performance Plan: C-7 Motorcyclist Fatalities



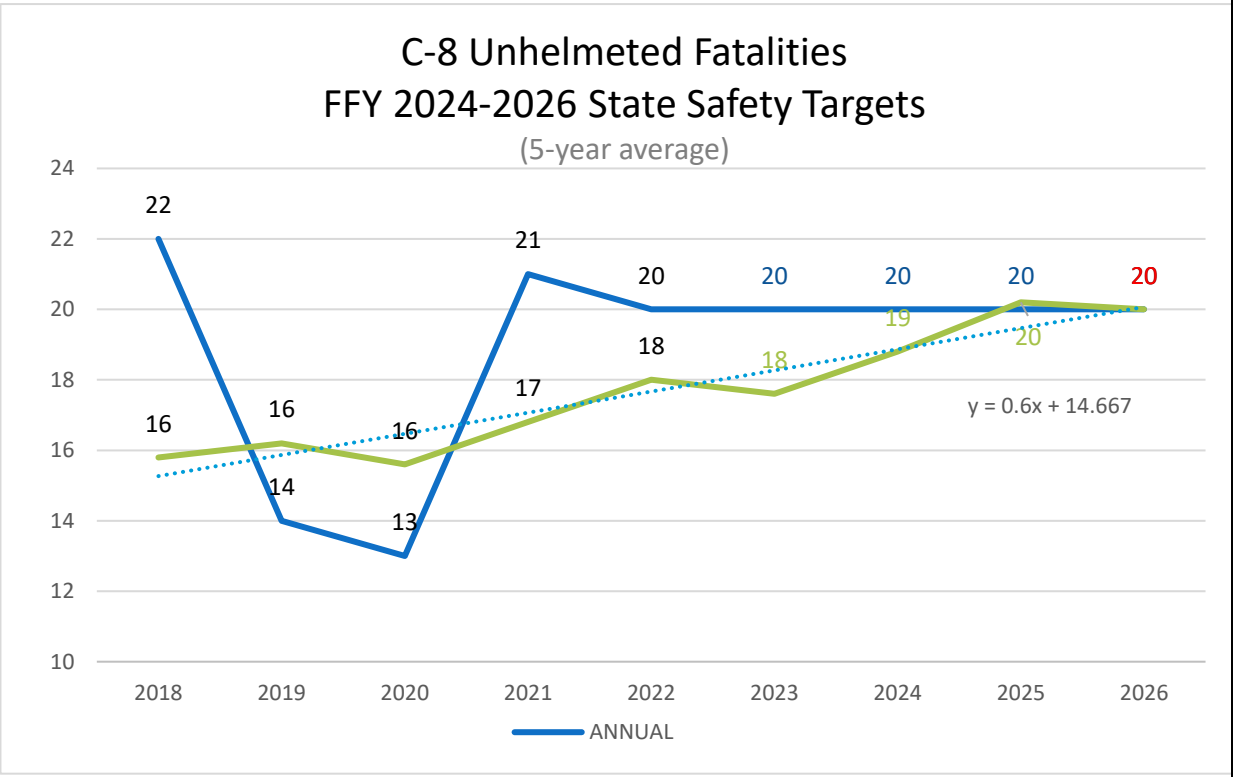
Target: Decrease the annual motorcyclist fatalities from 33 year in 2022 to 32 a year by 2026.

Annual 2024-2026 Targets: 32

Justification: This performance target was determined by using a linear trend line based on the 2018-2022 five-year moving average data and an analysis of external factors, including unexpected impacts from a significant rise in gas prices; preliminary spike in 2021 and 2022 fatalities; change in administrative rules relating to basic rider course curriculum, utilizing the Safe Systems approach to motorcycle safety; the updated Hawaii 3HSP; Vision Zero Plans developed and implemented in each county; and safety impacts of proposed grants.

Performance Plan: C-8 Unhelmeted Motorcyclist Fatalities

Performance Plan: C-8 Unhelmeted Motorcyclist Fatalities



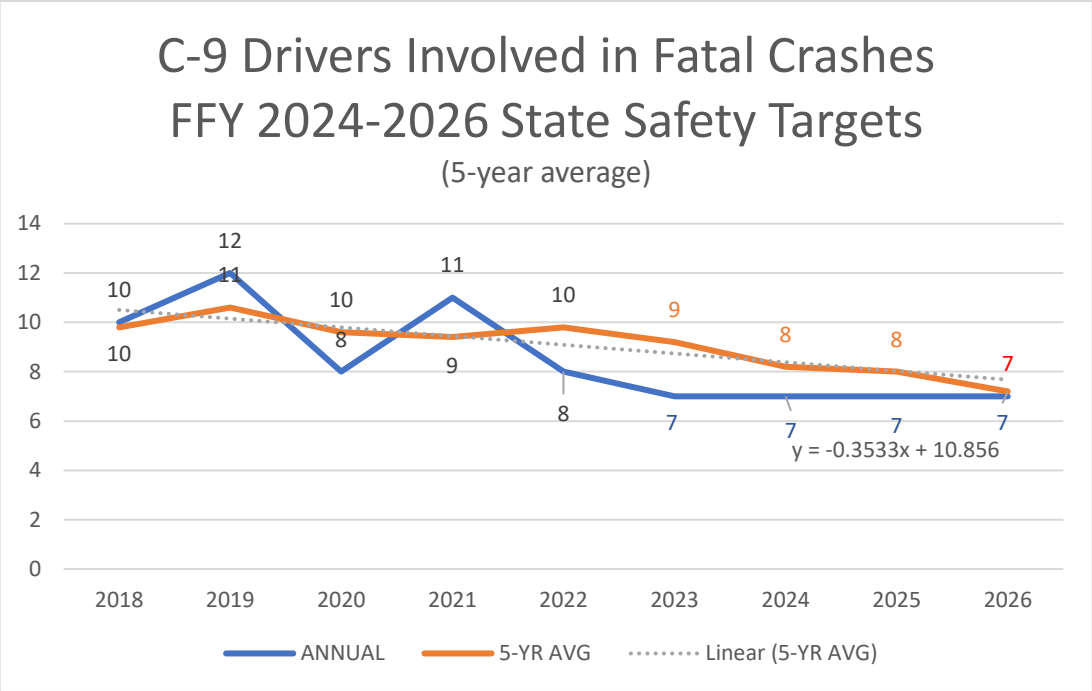
Target: Maintain annual unhelmented motorcyclist fatalities at 20 a year through 2026.

Annual 2024-2026 Targets: 20

Justification: This performance target was determined by reviewing the linear trend line based on the 2018-2022 five-year moving average data and an analysis of external factors, including unlicensed and unhelmeted operators, spikes in 2021 and 2022 fatalities; change in administrative rules relating to basic rider course curriculum, consistent legislative opposition of a universal helmet law, utilizing the Safe Systems approach to motorcycle safety; the updated Hawaii 3HSP; Vision Zero Plans developed and implemented in each county; and safety impacts of proposed grants.

Performance Plan: C-9 Young Driver Fatalities

Performance Plan: C-9 Young Driver Fatalities



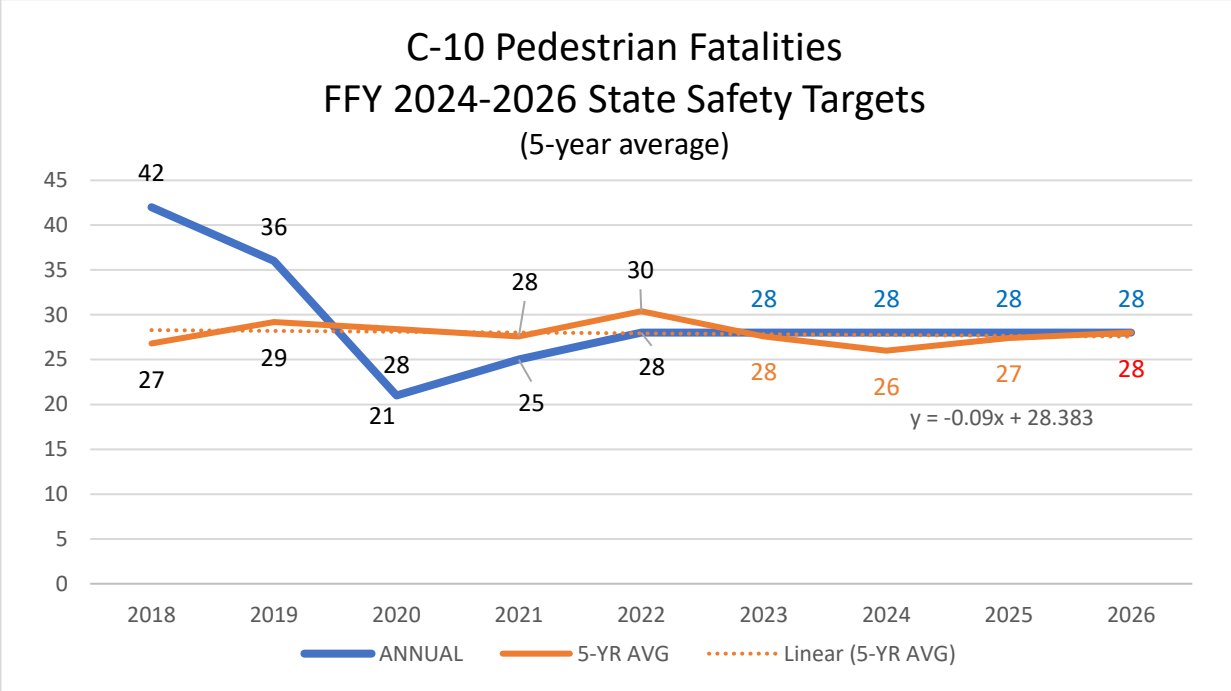
Target: Reduce Young Driver Fatalities from 8 in 2022 to 7 a year by 2026.

Annual 2024-2026 Targets: 7

Justification: This performance target was determined by using a linear trend line based on the 2018-2022 five-year moving average data and an analysis of external factors, including the need to research the impact of covid and ability opt out of driver's education among young drivers; gaps in drivers education service; utilizing the Safe Systems approach to young drivers; the updated Hawaii 3HSP; Vision Zero Plans developed and implemented in each county; and safety impacts of proposed grants.

Performance Plan: C-10 Pedestrians

Performance Plan: C-10 Pedestrians



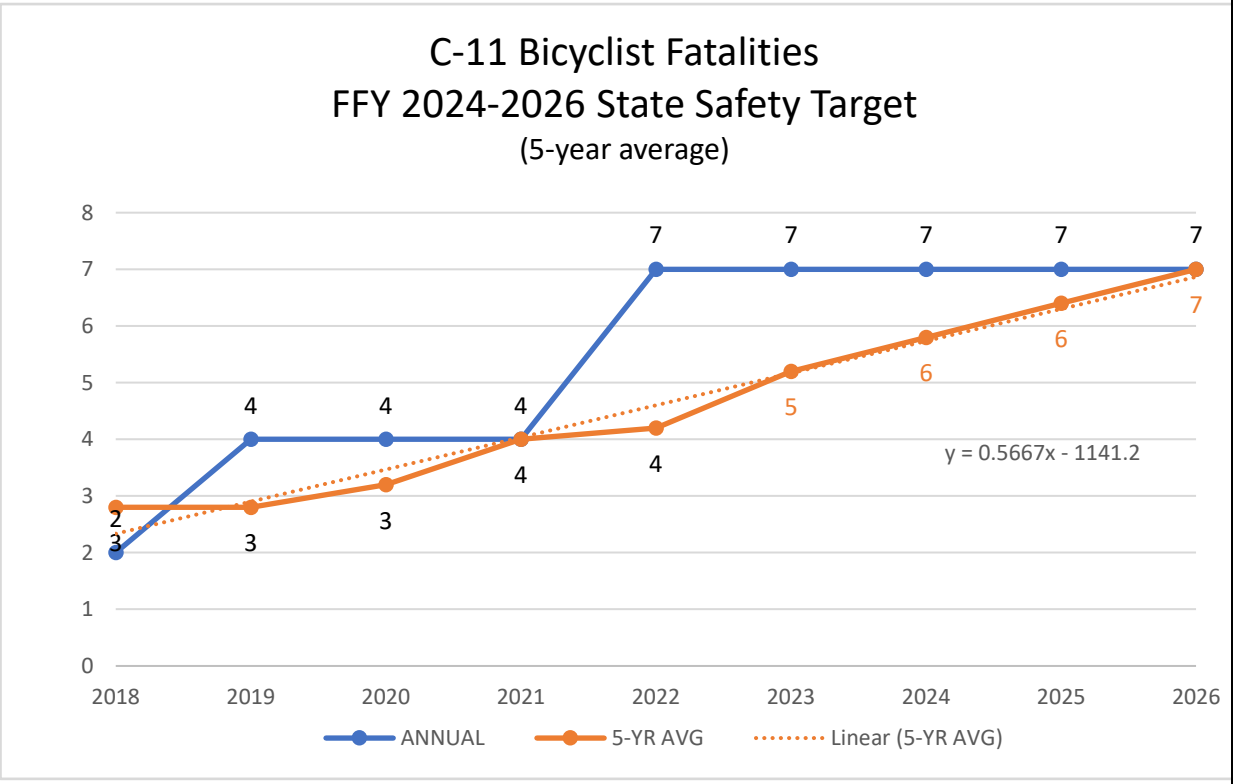
Target: Maintain Pedestrian Fatalities from 28 a year in 2022 to 28 a year by 2026.

Annual 2024-2026 Targets: 28

Justification: This performance target was determined by reviewing linear trend line based on the 2018-2022 five-year moving average data and an analysis of external factors, including proportion of pedestrians killed who are homeless; drug impaired pedestrians; utilizing the Safe Systems approach to pedestrian safety; the updated Hawaii 3HSP; Vision Zero Plans developed and implemented in each county; and safety impacts of proposed grants.

Performance Plan: C-11 Bicyclists

Performance Plan: C-11 Bicyclists



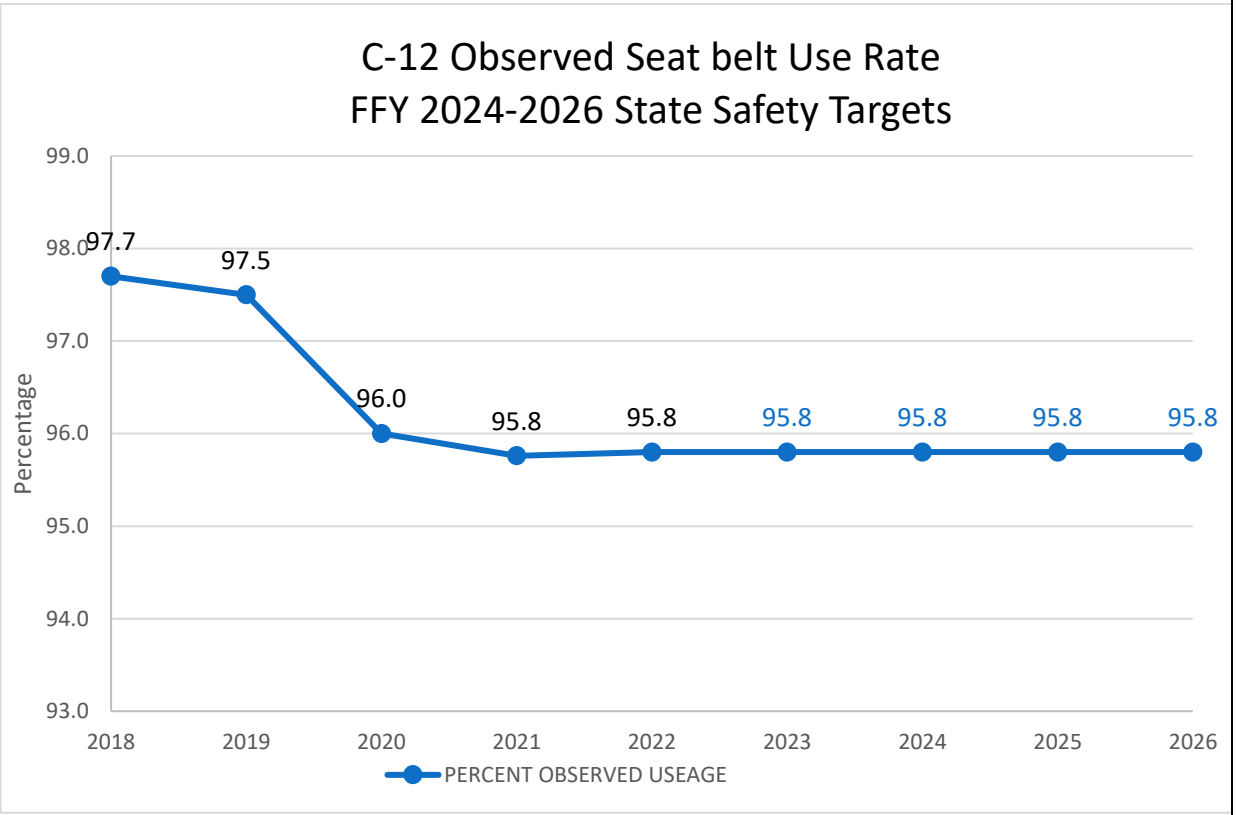
Target: Maintain Bicyclist Fatalities from 7 a year in 2022 to 7 a year by 2026.

Annual 2024-2026 Targets: 7

Justification: This performance target was determined by using a linear trend line based on the 2018-2022 five-year moving average data and an analysis of external factors, including proportion of bicyclists killed who are homeless; drug impaired bicyclists; utilizing the Safe Systems approach to pedestrian safety; the updated Hawaii 3HSP; Vision Zero Plans developed and implemented in each county; and safety impacts of proposed grants.

Performance Plan: C-12 Observed Seat Belt Use Rate

Performance Plan: C-12 Observed Seat Belt Use Rate

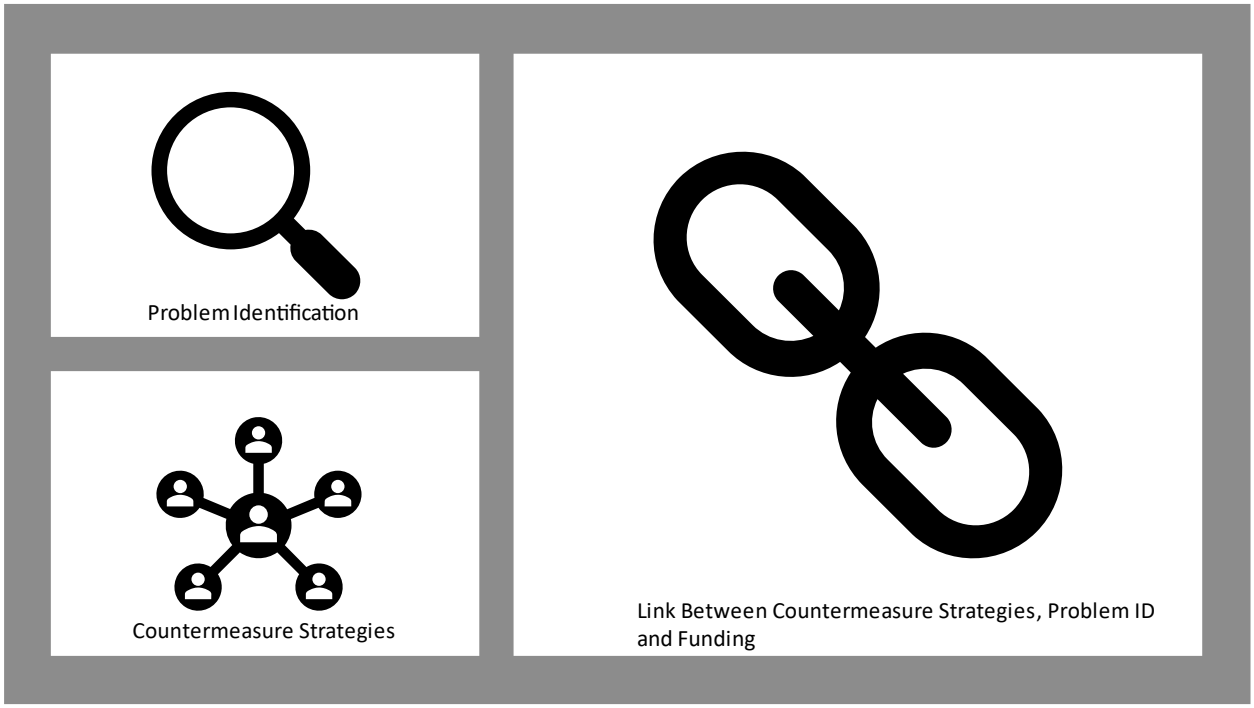


Target: Maintain an Observed Seat Belt Use Rate above 90 percent.

Annual 2024-2026 Targets: 95.8 percent.

Justification: This performance target was determined based a consistently high observed seat belt use rate, including review of external factors such as consistent HVE and safety impacts of proposed occupant protection grants.

Part 4
Countermeasure Strategy for Program Funds



Planning and Administration

Description of Highway Safety Problem

Each State highway safety agency provided authority and functions in managing their Highway Safety Program under 23 CFR 1300.4 and CFR 1200.4.

Countermeasure Strategy
***Countermeasure #1*: Program Administration** Intended subrecipients: HDOT Estimated funding amount FFY 2024-2026: $600,000 Equipment purchases: Funding sources: FAST Act NHTSA 402, BIL NHTSA 402, Supplemental BIL NHTSA 402 As permitted under CFR 1200.4, HDOT will incorporate a Program Administration as a countermeasure strategy to support the Highway Safety Section staff with overseeing NHTSA's grant program and other related traffic safety initiatives, as well as addressing BIL requirements through the 3HSP.

Project Considerations
Potential subrecipients: HDOT
Description of considerations that will be used to determine what projects to fund to implement Countermeasure #1: Hawaii will base project selection on the following criteria: • Agency's Highway Safety Section Manager • Agency's 3HSP support for continued PPE

Media Plan

Program Problem Identification

Communicating traffic safety messages through all accessible forms of media is an essential part of Highway Safety programs. Hawaii's 2022 Attitudinal Survey, and the Statewide Highway Safety Survey, provided insights to key program areas that need additional effort and provided insight to where community members receive their information or have seen past traffic safety messages.

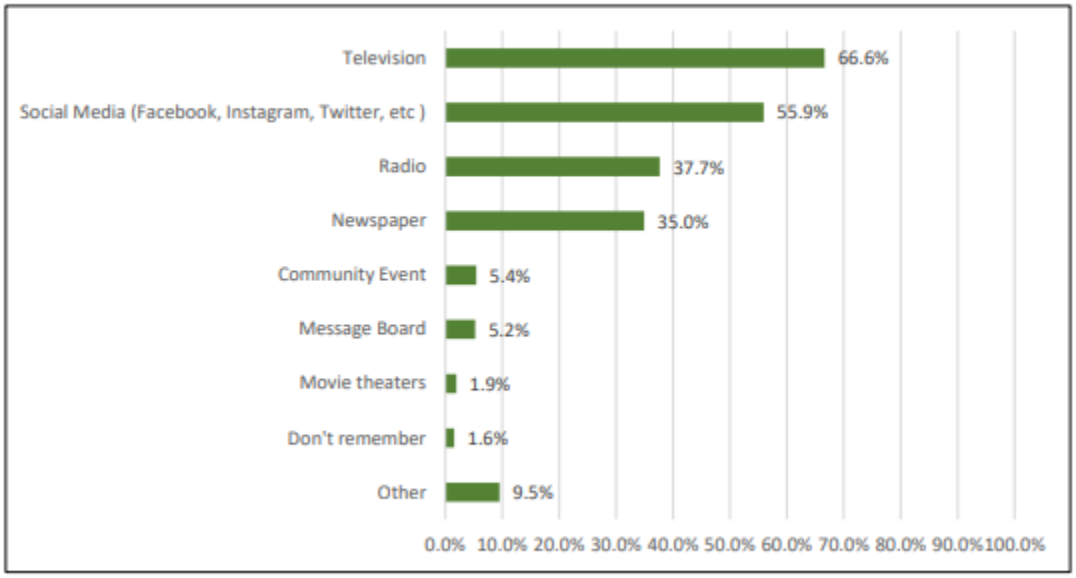
Results of the survey asking respondents if they felt there was adequate education and awareness addressing key safety issues in their community: (N=1460)

Response choices:
Agree, Neutral, or Disagree

Percentages represent the proportion of survey respondents who "disagree" that there is adequate education and awareness in the following areas in their community:

- **58** percent **e-powered vehicles (e-scooters, e-bikes, etc.)**
- **51** percent **pedestrian safety**
- **44** percent **motorcycle training and motorcycle safety**
- **43** percent **distracted driving**
- **18** percent **child passenger safety**Checks and **restraint laws**
- **38** percent Dangers of **speeding** or driving too fast
- **32** percent **drunk driving** enforcement
- **37** percent **drug impaired driving**

Figure 20: Usual News/Information Source



Question: "Where do you usually get your news/trending information?"
n = 515

Countermeasures Strategies and Planned Activities

Countermeasures
***Countermeasure #1*: NHTSA Mobilizations**
***Countermeasure #2*: Statewide Program Area Campaigns**

Countermeasure 1: NHTSA Mobilizations

Problem identified that the countermeasure addresses	• High visibility enforcement in combination with multi-media support is considered a best practice for deterrence of negative traffic safety behaviors.
Link between problem ID and countermeasure strategy	• Highway Safety Survey and the Attitudinal Survey confirm need for continuous communication to the public about safety messages, resources, and enforcement efforts.
Performance targets the countermeasure strategy will address	Impaired Driving Winter and Summer Campaigns and Click it or Ticket participation are required under CFR1200.21(d)(2)
FFY 2024-2026 Funding: $2,400,000	FFY 2024 estimated amount: $800,000 FFY 2025 estimated amount: $800,000 FFY 2026 estimated amount: $800,000 Funding sources: 405 b (FAST, BIL, SUP BIL) 405 d (FAST, BIL, SUB BIL)

Countermeasure 2: Statewide Program Area Campaigns

Problem identified that the countermeasure addresses	• The Highway Safety Survey identified a need for additional communication across all program areas. In addition, the attitudinal survey supported investment in television, social media, and radio as the top means of receiving information.
Link between problem ID and countermeasure strategy	• Highway Safety Survey and the Attitudinal Survey confirm need for continuous communication to the public about safety messages, resources, and enforcement efforts.

Performance targets the countermeasure strategy will address	Hawaii plans to include national speed campaign and additional support of Distracted Driving Awareness Month, Motorcycle Safety Month and Efforts around Unintended Occupants in Vehicles, in addition support smaller forms of communication that enhance efforts of each program area (e-bike etiquette, laws relating to driving and marijuana use, promoting motorcycle rider courses, etc.) Targets addressed: C-5-12	
Funding FFY 2024-2026 $4,500,0000	FFY 2024 estimated amount: FFY 2025 estimated amount: FFY 2026 estimated amount: Funding sources:	$1,500,000 $1,500,000 $1,500,000 402 (FAST, BIL, SUP BIL), 405 b, f, g, h (FAST, BIL, SUP BIL) 154, 164 (FAST, BIL, SUP BIL)

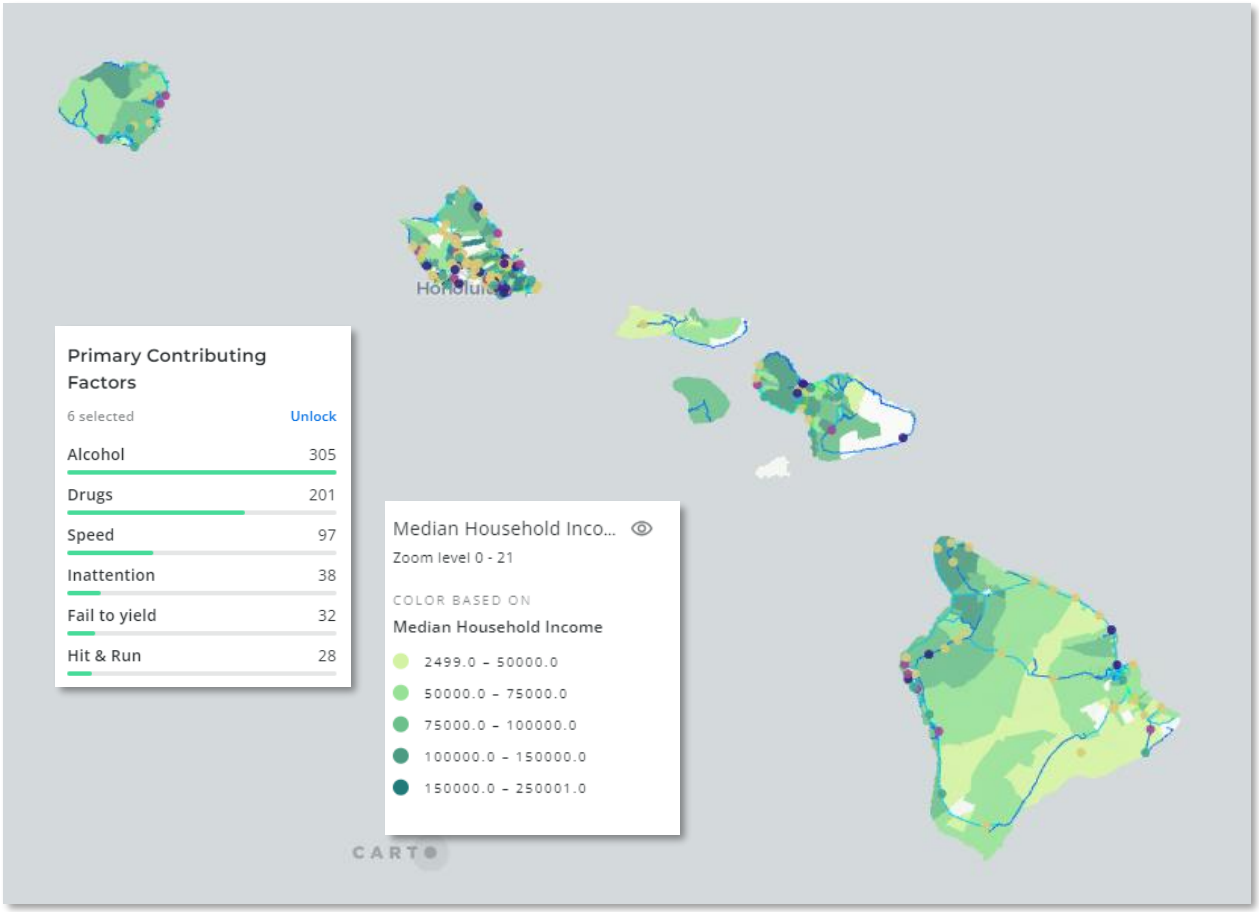
Project Considerations
Potential subrecipients: HDOT, PR firms, Media
Description of considerations that will be used to determine what projects to fund to implement Countermeasure #1 and 2

- Communications strategies and communications plan and NHTSA Calendar
- HVE efforts
- Traffic safety messages are specific to the problem
- Creation is inclusive and sensitive to Hawaii's vast populations and individuals with LEP
- Vision Zero partners, attitudinal survey results and Highway Safety Survey results are considered in development and dissemination of campaign materials

Program Area: Selected Traffic Enforcement Programs (STEP): Distracted Driving, Speed Management, Police Traffic Services, and Roadside Safety

The Highway Safety Section combined the Distracted Driving, Speed Management and Police Traffic Services program areas into its Selective Traffic Enforcement Programs (STEP) and added the Roadside Safety issue. As the Safe System Approach emphasizes a shared responsibility between stakeholders working together to make traveling safe for all roadway users, STEP is designed to combine program areas for a more holistic approach to the highway safety issues.

Problem Identification

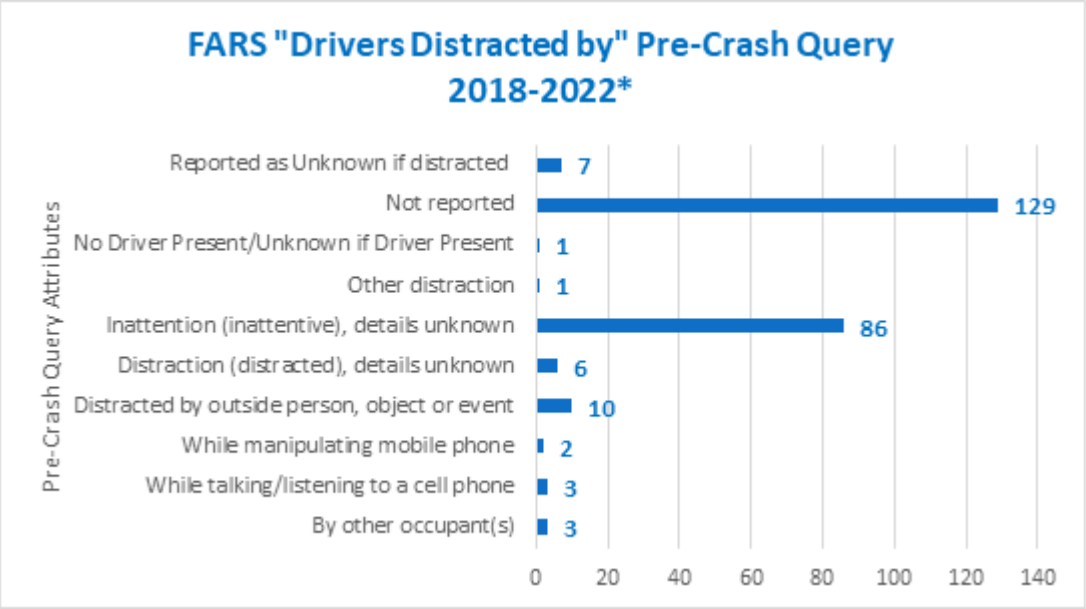


Newly available geospatial analysis on CARTO provides ability to visualize fatal crashes, contributing factors and affected communities. As pictured above, there have been 587 fatal crashes in Hawaii since 2017, aside from alcohol and drugs, speed, inattention, failure to yield and hit and run are notable primary contributing factors in fatal crashes.

Distracted Driving

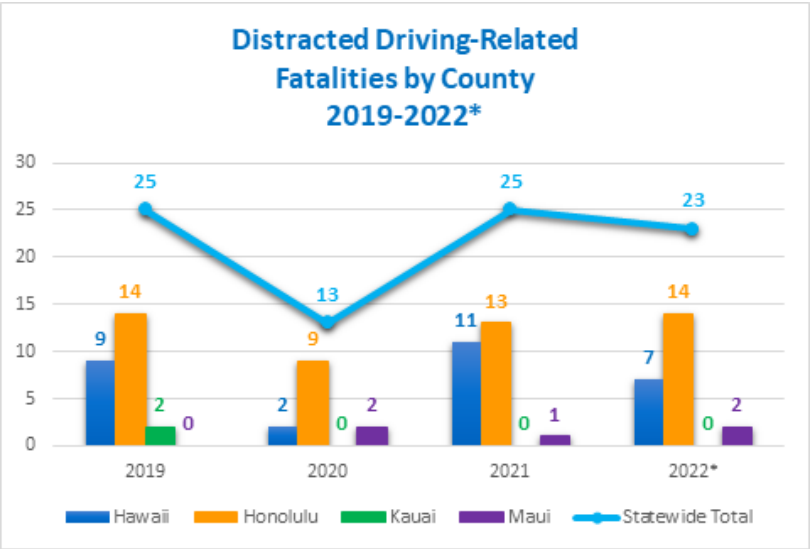
Occurrences of drivers involved in fatal crashes engaging in activities that divert their attention from driving safely, such as grooming, eating, drinking, and talking and texting on handheld devices, continue to go unreported as contributing factors in Hawaii's fatal crashes.

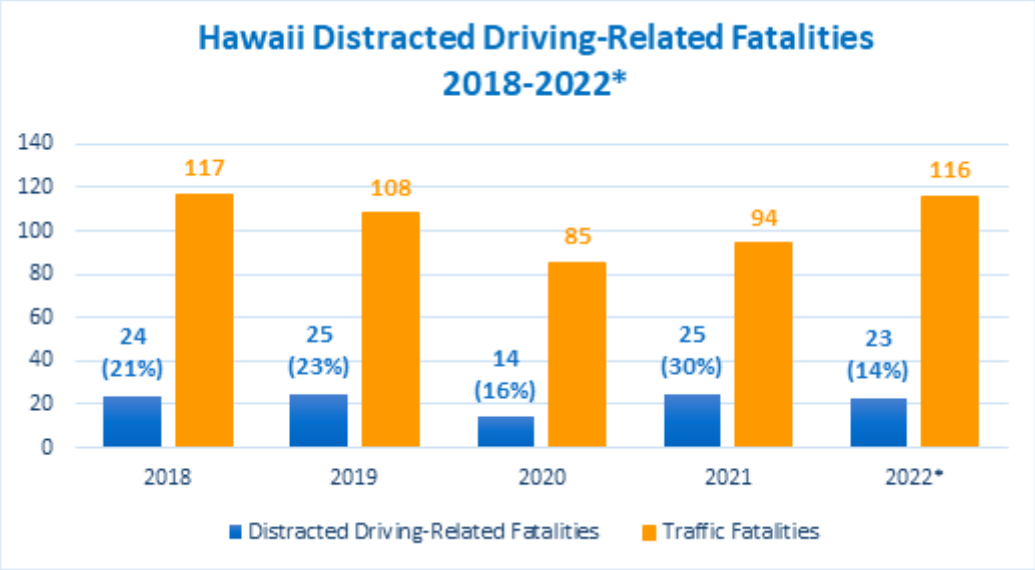
Based on FARS "Drivers Distracted by" queries for 2018-2022, the chart below details a breakdown of reported Pre-Crash Query Attributes. Although there are 112 reported cases with reasons for their fatal crash, the remaining 136 cases attributed to "Reported as Unknown if distracted" and "Not reported" strongly support distracted driving as a contributing factor is underreported.



*Preliminary 2022 state data is included for both charts above and below

According to 2018-2021 FARS and 2022 preliminary state data, the number of distracted driving-related traffic fatalities ranged between 14 percent to 30 percent of our traffic fatalities. During those five years, 111 (or 21 percent) out of the 520 traffic fatalities were distracted driving-related fatalities. As shown in the chart below, distracted driving remains a traffic safety concern on our roadways.

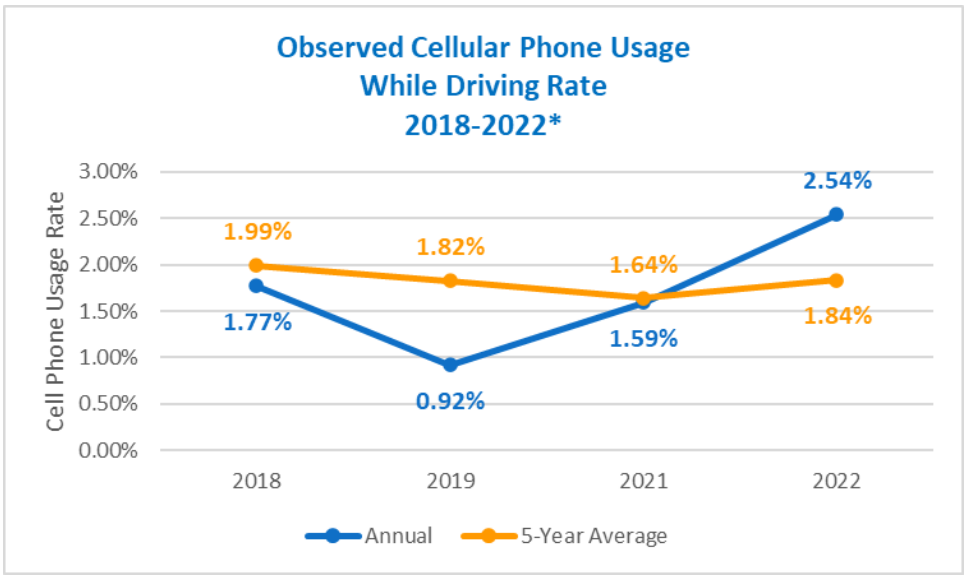




Although the breakdown by county is for distracted driving-related traffic fatalities only during 2019-2022, the available data shows that distracted driving impacts all counties. FARS and preliminary state data show that most distracted driving-related traffic fatalities occurred in the City of County of Honolulu, partly because almost 70 percent of the population resides there. Hawaii County followed as the county with the next highest number of fatalities.

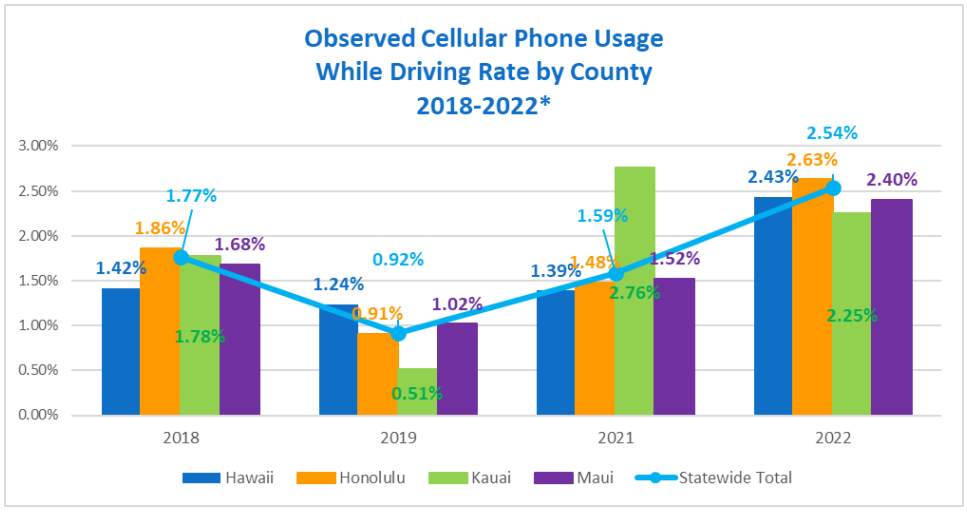
Besides FARS data, Hawaii utilizes statewide surveys such as the annual observational survey to gauge our distracted driving issue. The observational survey, conducted by the Department of Urban and Regional Planning at the University of Hawaii at Manoa, includes findings on Cellular Phone Usage While Driving, along with statewide seat belt, child restraint, helmet usage, and truck bed data.

From 2018 through 2022, our cell phone usage rate increased from 1.77 percent to 2.54 percent (slightly lower than the 2020 national average of 2.6 percent), but our five-year average usage rate decreased from 1.99 percent to 1.84 percent.



*2020 CARES Act Waiver

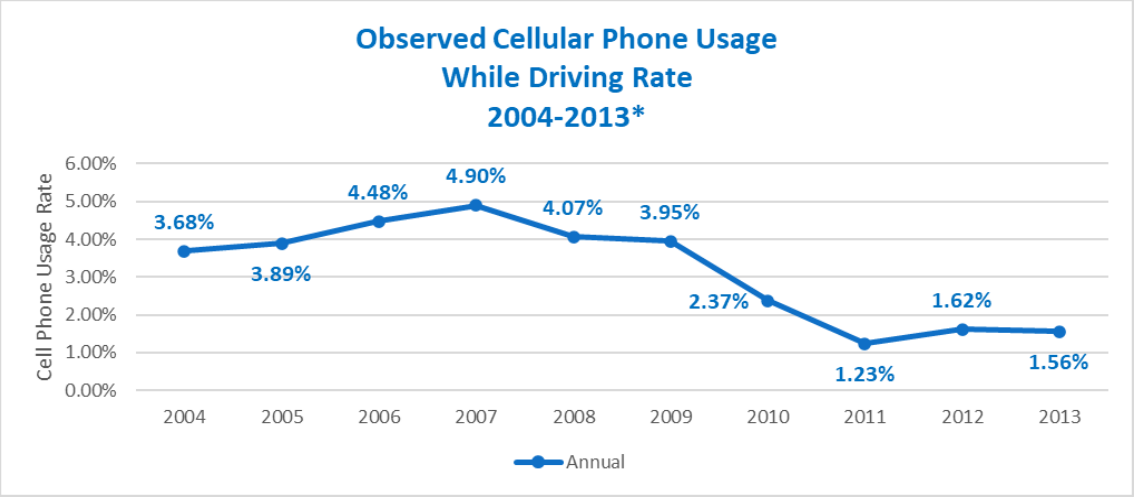
Furthermore, the chart below shows a breakdown by county of cell phone usage rates from 2018 through 2022. Although Hawaii County's and the City and County of Honolulu's usage rates decreased during 2019 and 2021, all counties increased their 2018 cell phone usage rates by 2022.



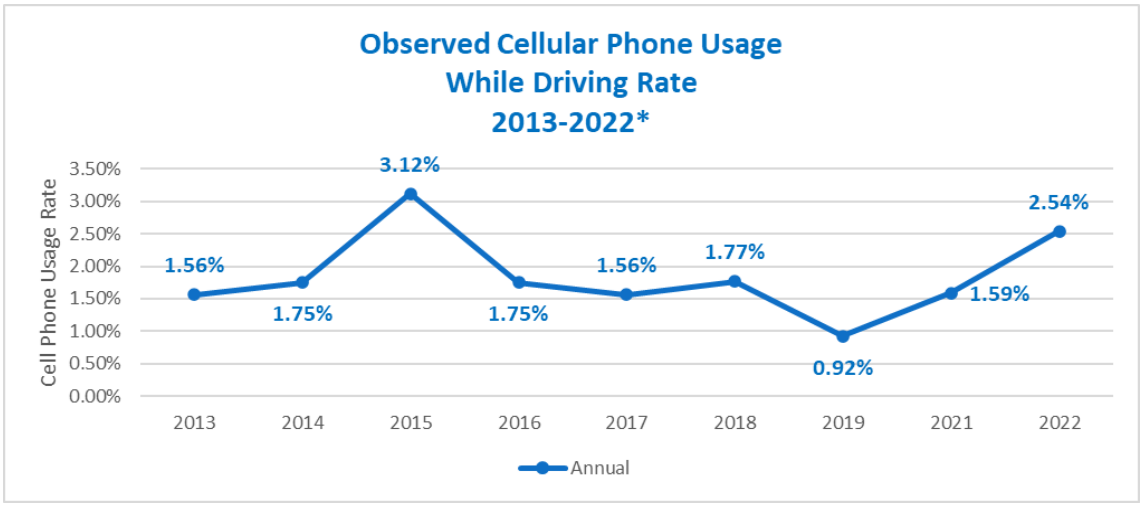
*2020 CARES Act Waiver

Before Hawaii enacted its distracted driving or Mobile Electronic Device (MED) law on July 1, 2013, the City and County of Honolulu was the first county to pass an ordinance prohibiting cell phone use while driving on July 1, 2009, followed by Hawaii County on January 1, 2010. A cell phone ban went into effect on May 23, 2010, for Kauai County, and the cell phone law went into effect on July 6, 2010, for Maui County.

The following charts provide a historical perspective of Hawaii's cell phone usage rates before enacting its county ordinances (in 2009) and state MED law (in 2013) through to the present.

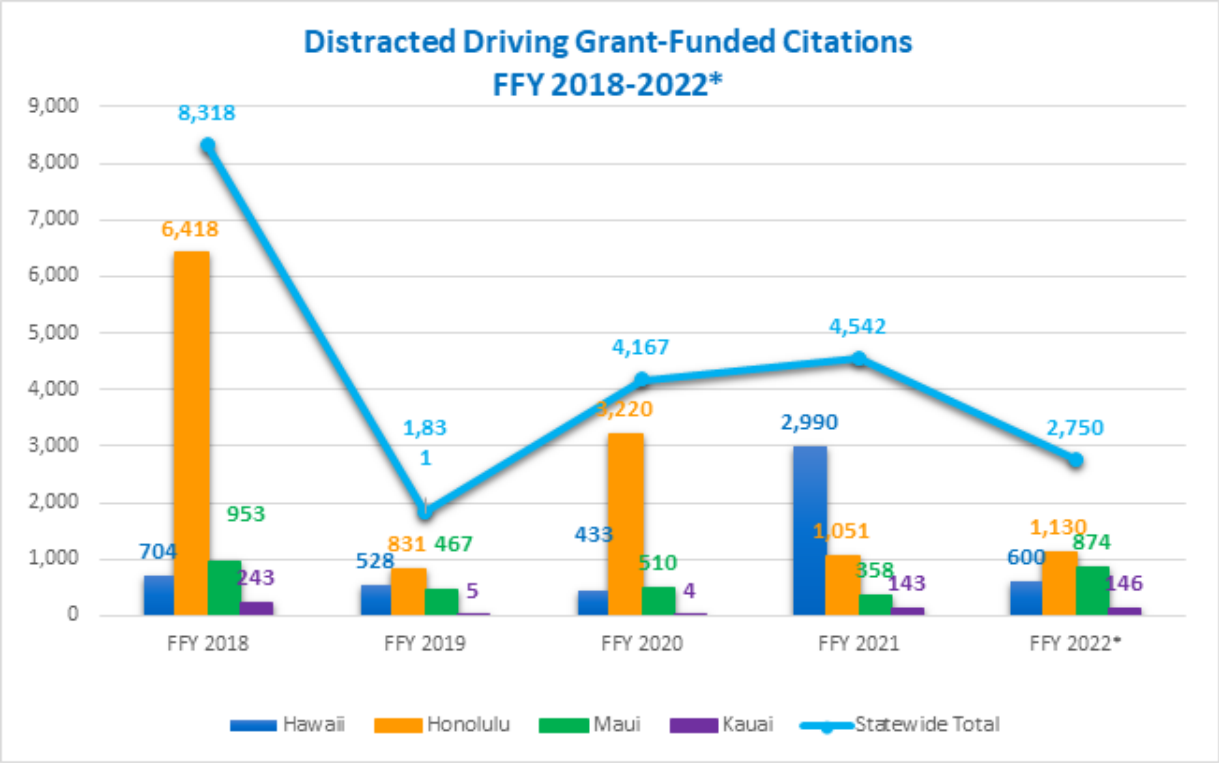


*Hawaii's Mobile Electronic Device law went into effect July 1, 2013



*2020 CARES Waiver

In addition to FARS and UH's observational survey data, county law enforcement stats are also utilized to supplement existing data. The number of grant-funded citations issued by county police departments decreased considerably from 2018 to 2022, especially with almost 70 percent of Hawaii's population residing in the City and County of Honolulu.



*2022 data includes Contacts and Citations

In addition to FARS and UH's observational survey data, county law enforcement stats are also utilized to supplement existing data. The number of grant-funded citations issued by county police departments decreased considerably from 2018 to 2022, especially with almost 70 percent of Hawaii's population residing in the City and County of Honolulu.

Along with enforcing our MED law, our county police department may include community outreach as part of its engagement efforts. In 2022, HDOT contracted with SMS Research & Marketing Services, Inc. to conduct a statewide attitudinal quantitative survey in July to measure the public's views, perceptions, and behaviors regarding various traffic safety concerns and issues such as distracted driving. The shared survey results provided traffic safety partners, including county police departments, a guide for their distracted driving- and traffic safety-related community outreach efforts.

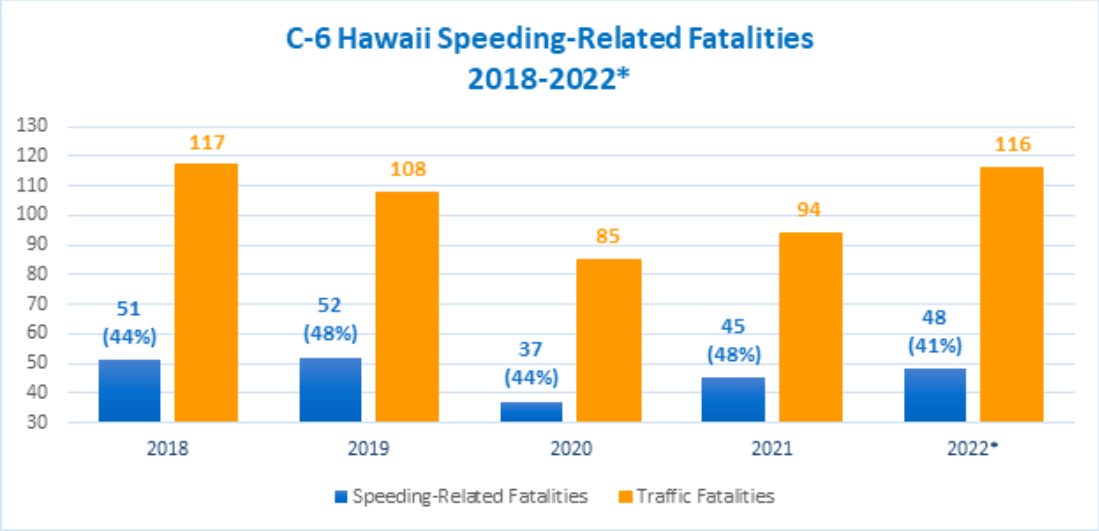
In addition to learning that many of the unsafe traffic safety behaviors came from the younger generation, the survey findings also highlighted the following for distracted driving:

A higher proportion of male drivers, compared to female drivers, indicated that they "nearly always" or "always" text or look at their phone while driving a car/SUV or truck; and

A higher proportion of respondents under the age of 45 indicated that they "nearly always" or "always" text or look at their phone while driving a car of SUV.

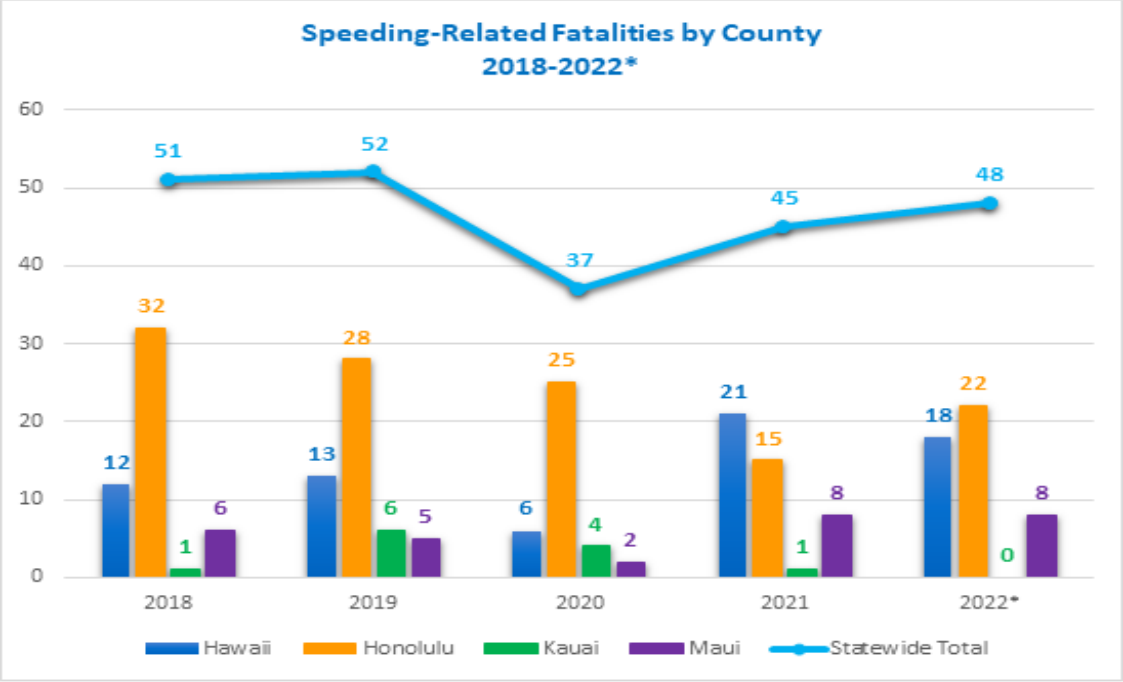
Speed Management

Speeding is a risky behavior that places a risk on all roadway users in Hawaii. According to 2018-2021 FARS and 2022 preliminary state data, the number of speeding-related traffic fatalities ranged between 41 percent and 48 percent of our traffic fatalities. As shown in the chart below, speeding remains a constant contributing factor in our traffic fatalities.



*2022 Preliminary state data

A breakdown by county of those speeding-related traffic fatalities supports that speeding affects all counties. FARS data shows most the speeding-related traffic fatalities occurred in the City of County of Honolulu, partially due to almost 70 percent of Hawaii's population residing there. Hawaii County followed as the county with the next highest number of fatalities.



Along with CARTO and FARS information, county law enforcement stats are another valued resource to supplement our data. Their FFY 2022 data show that there were increases in the number of citations issued:

- From 9,996 (FFY 2021) to 12,690 for speeding citations, a 27 percent increase; and
- From 685 (FFY 2021) to 1,194 for excessive speeding citations, a 74 percent increase.

This information further supports the need to address speeding in all counties.

STATEWIDE Speed Enforcement Activity (grant-funded, unless otherwise specified)	Honolulu	Hawaii	Maui	Kauai	FFY 2022 Totals	FFY 2021 Totals	FFY 2020 Totals
# of speed enforcement operations	199	609	463	77	1,348	1,900	1,661
# of speed enforcement operations (county-funded)	Unknown	254	5	129	388	413	120
Speeding-Related Contacts							
# of vehicle stops or contacts	18,670	4,982	463	753	24,868	55,602	19,161
# of speeding citations issued (basic speed rule, excessive speeding, racing on highways, etc.)	6,819	3,269	1,932	670	12,690	9,996	16,967
# of speeding citations issued (county-funded)	32,197	10,292	726	1,710	44,925	47,102	39,733
# of warnings issued	2,649	0	1,289	85	4,023	9,096	3,654
# of excessive speeding citations issued	420	672	101	1	1,194	685	915
# of speeding in a construction/school zone citations issued	24	7	193	0	224	267	53
# of citations for other violations	42	1,734	746	62	2,584	2,038	1,986
# of OVUII arrests	3	20	1	0	24	150	29
# of arrests for other violations	5	64	16	1	86	63	72
# of traffic safety presentations conducted (grant- and county-funded)	9	2	2	0	13	11	52
# of violation letters with educational materials to registered vehicle owners relative to speeding and reckless driving violations		202			202	50	97

Along with enforcement of Hawaii's speeding laws, our county police department may include community outreach as part of their engagement efforts. In addition to the distracted driving-related findings from the July 2022 statewide attitudinal quantitative survey, county police departments could also reference the following speed findings to guide their community outreach efforts:

Motorcyclists frequently speeds the most; and

Men were more likely to drive more than 20 miles per hour above the speed limit than women (as car/SUV and truck drivers).

Police Traffic Services

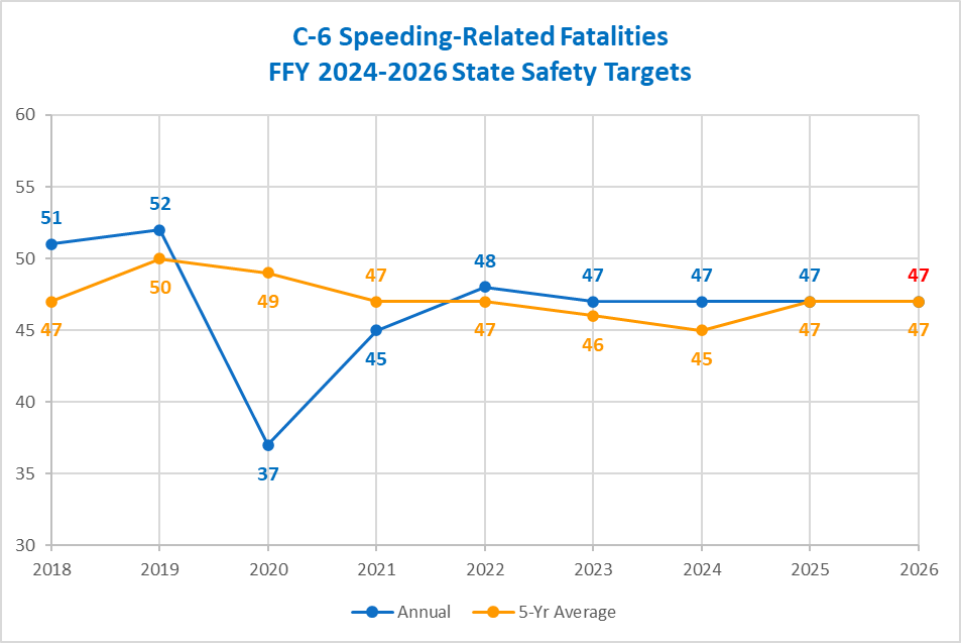
According to NHTSA's Highway Safety Program Guideline No. 15 Traffic Enforcement Services, training is essential to support traffic enforcement services and prepare officers to effectively perform their duties. As such, a Police Traffic Services training component will be incorporated as a Safe System Approach through Safer People countermeasure strategy planned activity. This activity involves county police departments assessing their enforcement activities to determine their training needs, which is recommended in Guideline No. 15.

Roadside Safety

The Highway Safety Section is also applying the Safe System Approach through Safer People countermeasure strategy to address Roadside Safety as a traffic safety issue. In 2019 and 2020, there were incidents on Oahu and Hawaii involving pedestrians struck near an associated disabled vehicle, which resulted in three traffic fatalities.

As a planned activity, we are interested in implementing a *Flagman "Slow Down, Move Over" Education Outreach* as a pilot project on Oahu to proactively address Roadside Safety during FFYs 2024-2026.

Associated Performance Measure Targets



The State of Hawaii's performance target for FFY 2026 is a five-year moving average of 47 speeding-related fatalities. Annual benchmarks of 45 for FFY 2024 and 47 for FFY 2025 will assist us in tracking progress.

This performance target was determined by reviewing a linear trend line based on the 2018-2022 five-year moving average data and an analysis of external factors; including unexpected impacts from COVID-19 (increase in speeding/excessive speeding); Vision Zero Plans developed and implemented in each county; planned roadway infrastructure safety improvement projects; and safety impacts of proposed grants, such as speed enforcement and statewide enforcement and communications campaign.

Countermeasures Strategies

Using guidance and recommendations from the Governors Highway Safety Association's (GHSA) Safe System Report, *Putting the Pieces Together: Addressing the Role of Behavioral Safety in the Safe System Approach* (December 2021); NHTSA's Highway Safety Program Guideline No. 15 for Traffic Enforcement Services; and NHTSA's Highway Safety Program Guideline No. 19 for Speed Management; and NHTSA's *Countermeasures That Work: A Highway Safety Countermeasure Guide For State Highway Safety Offices (10th Edition, 2020)*, the Highway Safety Section proposes improving our STEP area and aligning our countermeasures and planned activities by integrating the Safe System Approach's Safe Road Users and Safe Speeds elements and collaborating with traditional and non-traditional partners:

Countermeasure Strategies	
Countermeasure Strategy #1:	Safe Systems Approach Through Safe Road Users
Countermeasure Strategy #2:	Safe System Approach Through Safe Speeds
Countermeasure Strategy #3:	Program Management

Countermeasure Strategy #1: Safe System Approach Through Safe Road Users

Problem identified that the countermeasure addresses	• The percentage of distracted drivers involved in fatal crashes
Link between problem ID and countermeasure strategy	• Change risky behaviors through enforcement, in-service training, high visibility enforcement campaigns, education, and outreach. • Apply the Safe System Approach's Safe Road Users element
Countermeasures and justifications	• GHSA's *Putting the Pieces Together: Addressing the Role of Behavioral Safety in the Safe System Approach* o Safe Road Users • NHTSA's *Countermeasures That Work: A Highway Safety Countermeasure Guide for State Highway Safety Offices (10th Edition, 2020)* o Distracted Driving: High-Visibility Cell Phone and Text Messaging Enforcement (4 stars) • NHTSA's Highway Safety Program Guideline No. 15 for Traffic Enforcement Services o Training
Performance targets the countermeasure strategy will address	(C-1) Traffic Fatalities According to NHTSA's *Countermeasures That Work: A Highway Safety Countermeasure Guide for State Highway Safety Offices* recommends implementing High-Visibility Cell Phone and Text Messaging Enforcement," as a Law and Enforcement Countermeasure.
Estimated Funding 2024-2026: $6,825,460	FFY 2024 estimated amount: $2,111,945.00 FFY 2025 estimated amount: $2,295,560.00 FFY 2026 estimated amount: $2,417,955.00

	Funding sources:	FAST Act NHTSA 402 BIL NHTSA 402 Supplemental BIL NHTSA 402

Project Considerations
Potential subrecipients: County Police Departments, Flagman, Inc., Hawaii State Department of Health
Description of considerations that will be used to determine what projects to fund to implement Countermeasure #1: Hawaii will base project selection on the following criteria: • Agency's distracted driving enforcement needs and deficiencies • Agency's police traffic services training needs • Communications strategies • GHSA's *Putting the Pieces Together: Addressing the Role of Behavioral Safety in the Safe System Approach* • NHTSA's Highway Safety Program Guideline No. 15 for Traffic Enforcement Services • NHTSA's *Countermeasures That Work* • Affected communities, potentially affected communities • Partnerships and collaborations, including with traditional and non-traditional partners, federal agencies, etc.

Countermeasure Strategy #2: Safe System Approach Through Safe Speeds

Problem identified that the countermeasure addresses	• The percentage of speeding drivers involved in fatal crashes
Link between problem ID and countermeasure strategy	• Change risky behaviors through speed enforcement, communication campaigns, education, and outreach • Apply the Safe System Approach's Safe Speeds element
Countermeasures and justifications	• GHSA's *Putting the Pieces Together: Addressing the Role of Behavioral Safety in the Safe System Approach*

	○ Safe Speeds • NHTSA's Highway Safety Program Guideline No. 19 for Speed Management ○ Enforcement Countermeasures • NHTSA's *Countermeasures That Work: A Highway Safety Countermeasure Guide for State Highway Safety Offices (10th Edition, 2020)* o High-Visibility Enforcement (2 stars) (Some studies suggest that high-visibility anti-speeding campaigns produce safety-related benefits, but the effectiveness remains inconclusive) ○ Communications and Outreach Supporting Enforcement (3 stars)
Performance targets the countermeasure strategy will address	(C-6) Speeding-Related Fatalities According to NHTSA's Highway Safety Program Guideline No. 19 for Speed Management, "Integrate speed enforcement into related highway safety and priority enforcement activities such as impaired driving prevention, safety belt use, motorcycle rider training, and other injury control activities."
Estimated Funding 2024-2026: $3,594,520	FFY 2024 estimated amount: $1,072,990.00 FFY 2025 estimated amount:$1,233,940.00 FFY 2026 estimated amount:$1,287,590.00 Funding sources: FAST Act NHTSA 402 BIL NHTSA 402 Supplemental BIL NHTSA 402

Project Considerations
Potential subrecipients: County Police Departments
Description of considerations that will be used to determine what projects to fund to implement Countermeasure #1: Hawaii will base project selection on the following criteria:

- Agency's speeding enforcement needs and deficiencies
- Communications strategies
- GHSA's *Putting the Pieces Together: Addressing the Role of Behavioral Safety in the Safe System Approach*
- NHTSA's Highway Safety Program Guideline No. 19 for Speed Management
- NHTSA's *Countermeasures That Work*
- Affected communities, potentially affected communities
- Partnerships and collaborations, including with traditional and non-traditional partners, federal agencies, etc.

Countermeasure Strategy #3: Program Management

Problem identified that the countermeasure addresses	• The percentage of speeding-related traffic fatalities • The percentage of distracted driving-related fatalities
Link between problem ID and countermeasure strategy	As permitted under CFR 1200.4, HDOT will incorporate a Program Administration as a countermeasure strategy to support the Highway Safety Section staff with overseeing NHTSA's grant program and other related traffic safety initiatives.

Countermeasures and justifications	• GHSA's *Putting the Pieces Together: Addressing the Role of Behavioral Safety in the Safe System Approach*
	  ○ Safe Road Users
	  ○ Safe Speeds
	• NHTSA's Highway Safety Program Guideline No. 15 for Traffic Enforcement Services
	  ○ Program Management
	  ○ Training
	• NHTSA's Highway Safety Program Guideline No. 19 for Speed Management
	  ○ Program Management

Performance targets the countermeasure strategy will address	(C-1) Traffic Fatalities (C-6) Speeding-Related Fatalities

	NHTSA's Highway Safety Program Guideline No. 15 for Traffic Enforcement Services and Highway Safety Program Guideline No. 19 for Speed Management recommend a program management component as part of a comprehensive highway safety program.
Estimated Funding 2024-2026: $1,253,682	FFY 2024 estimated amount: $400,894.00 FFY 2025 estimated amount: $413,894.00 FFY 2026 estimated amount: $438,894.00 Funding sources: FAST Act NHTSA 402 BIL NHTSA 402 Supplemental BIL NHTSA 402

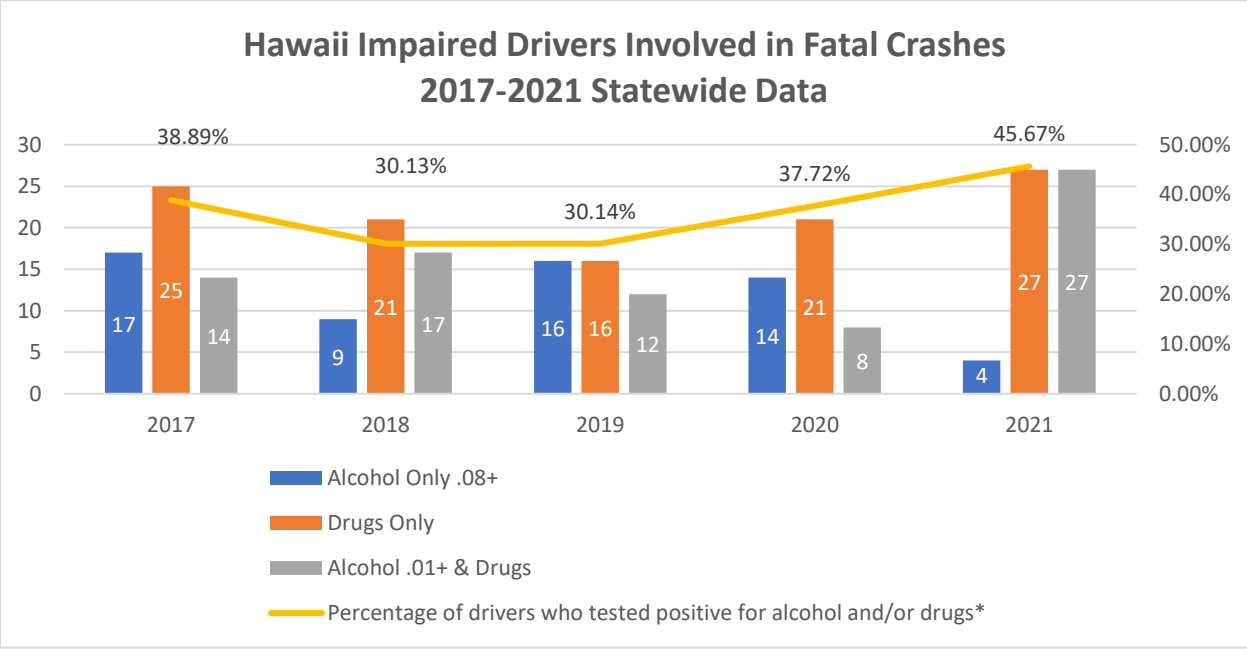
Project Considerations
Potential subrecipients: HDOT, HDOT Traffic Branch
Description of considerations that will be used to determine what projects to fund to implement Countermeasure #1: Hawaii will base project selection on the following criteria: • Communications strategies • GHSA's *Putting the Pieces Together: Addressing the Role of Behavioral Safety in the Safe System Approach* • NHTSA's Highway Safety Program Guideline No. 15 for Traffic Enforcement Services • NHTSA's Highway Safety Program Guideline No. 19 for Speed Management • Affected communities, potentially affected communities • Partnerships and collaborations, including with traditional and non-traditional partners, federal agencies, etc.

Program Area: Impaired Driving

Problem Identification

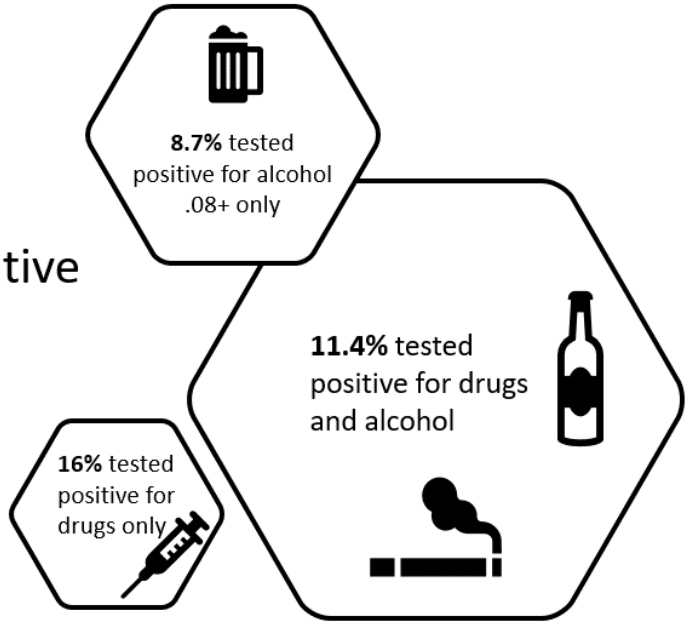
Driving under the influence of drugs and alcohol continues to be a primary contributing factor in Hawaii's fatal crashes. According to 2017-2021 FARS data, the percentage of drivers involved in fatal crashes who tested positive for having alcohol and/or drugs in their systems has been increasing in recent years. As detailed in the chart below, drugged driving is an increasing issue that has outpaced alcohol-impaired driving.

According to NHTSA's *Traffic Records Program Assessment Advisory*, "high-quality State traffic records data is critical to effective safety programming, operational management, and strategic planning. Every State—in cooperation with its local, regional, and Federal partners—should maintain a traffic records system that supports the data-driven, science-based decision-making necessary to identify problems; develop, deploy, and evaluate countermeasures; and efficiently allocate resources. Functionally, a traffic records system includes the collection, management, and analysis of traffic safety data. It is comprised of six core data systems—crash, driver, vehicle, roadway, citation and adjudication, and injury surveillance—as well as the organizations and people responsible for them." Unfortunately, Hawaii's traffic records system needs extensive upgrades to ensure that the core data systems can meet the six primary data quality attributes – timeliness, accuracy, completeness, uniformity, integration, and accessibility, so that we can effectively address and resolve traffic safety issues.

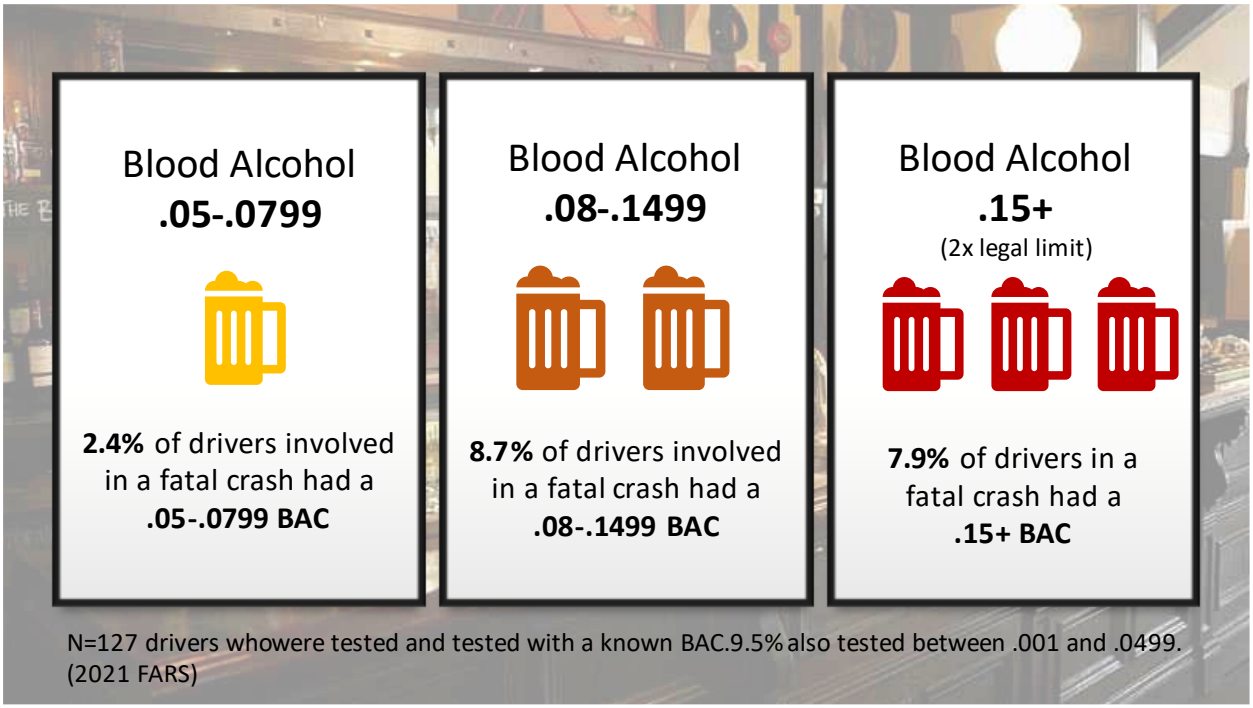


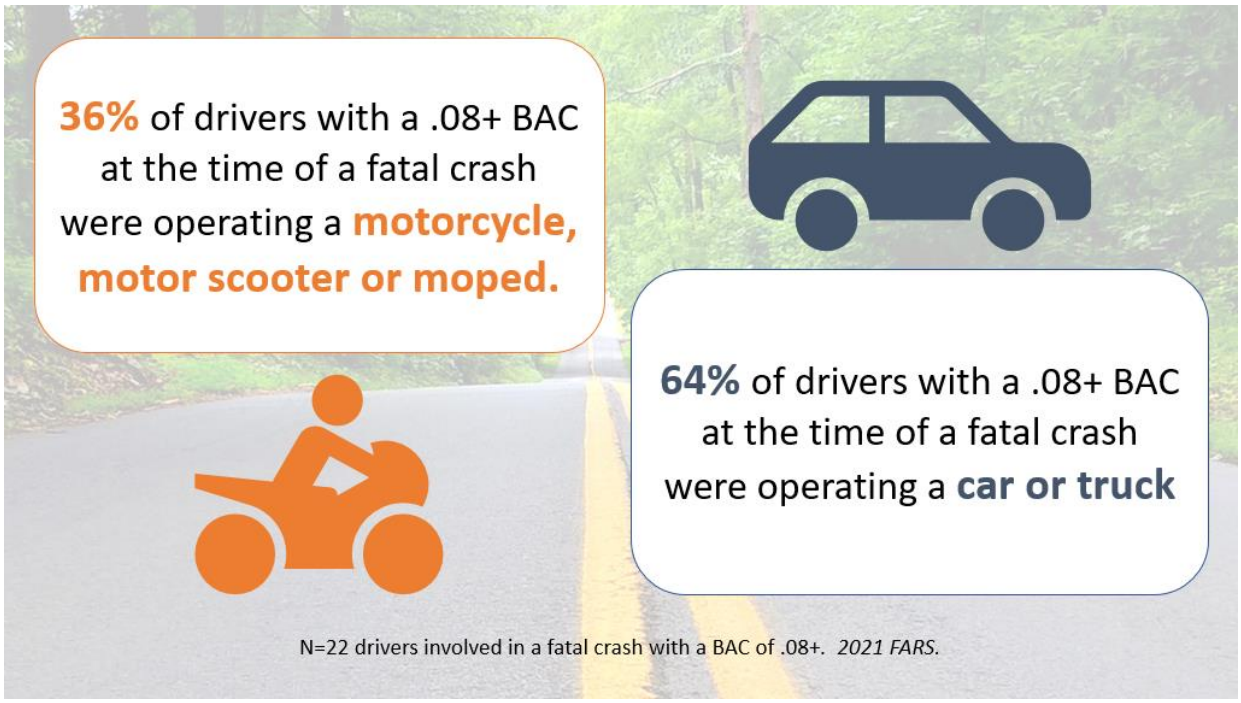
*Percentage may be underrepresented as not all drivers were tested

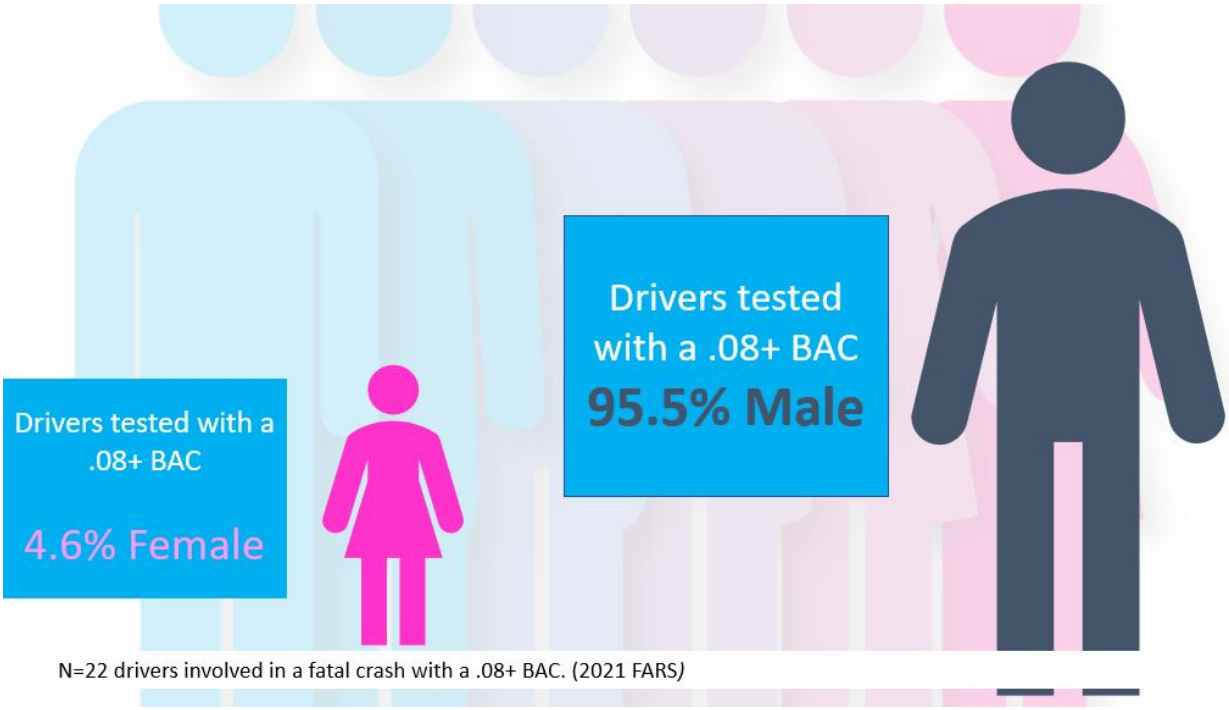
From FARS 2017-2021, 248 drivers tested positive for alcohol and/or drugs. Of those ...

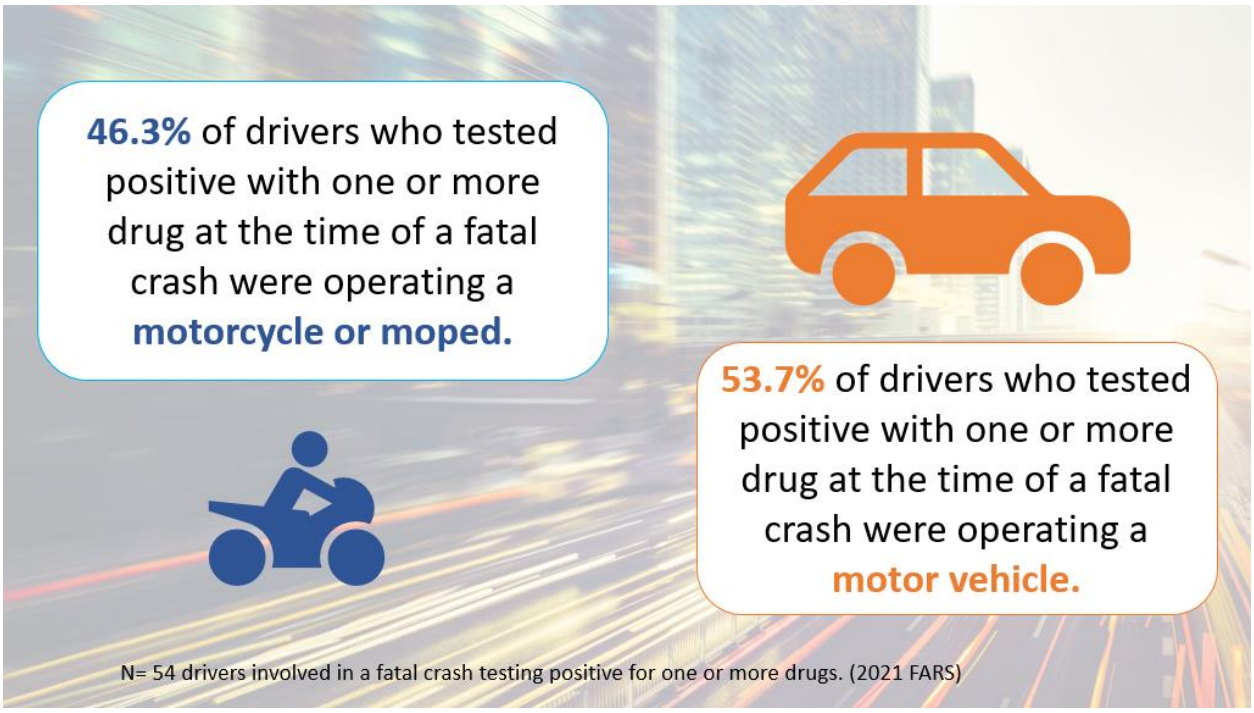


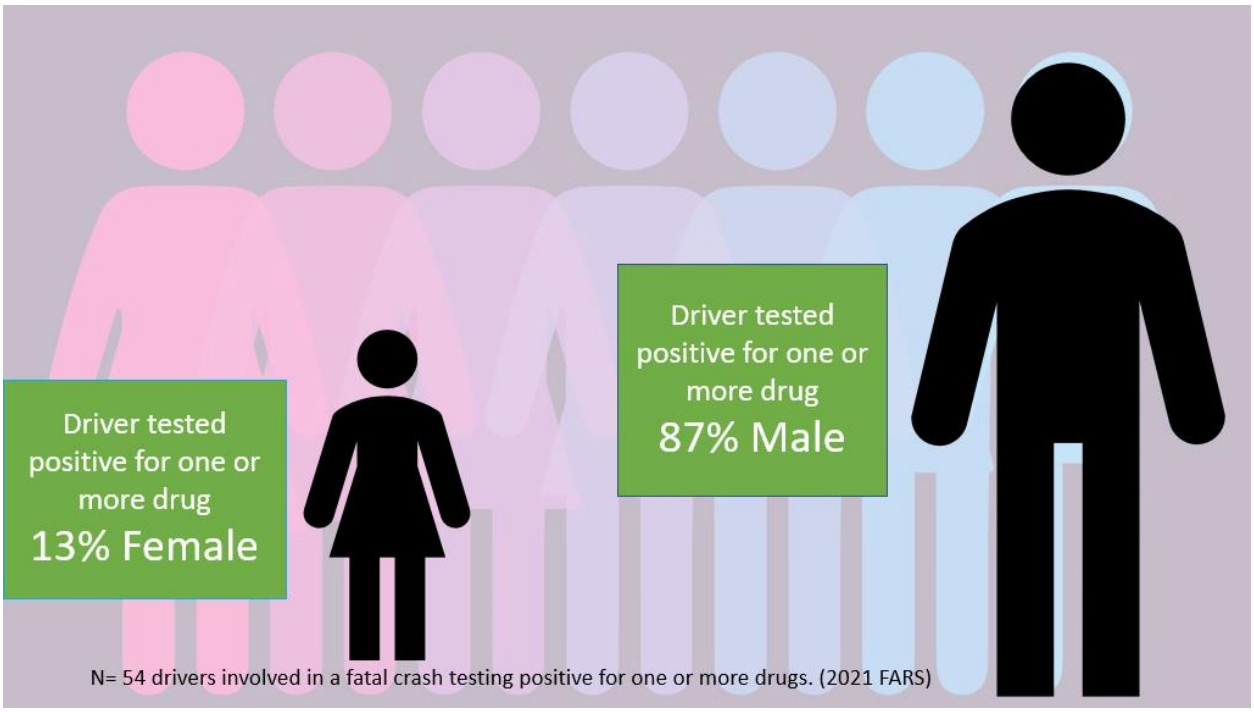
A more granular look at our alcohol- and drug-impaired driving statistics may assist us in determining which countermeasures may produce more effective impacts:

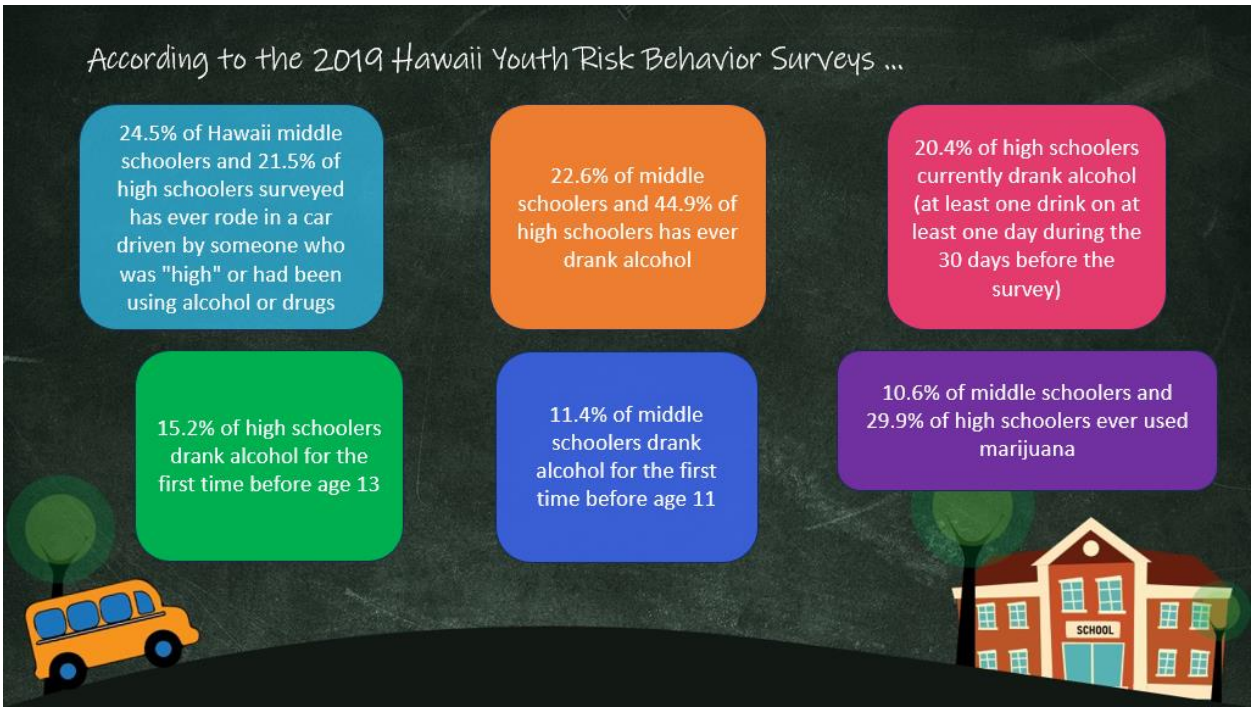



36% of drivers with a .08+ BAC at the time of a fatal crash were operating a motorcycle, motor scooter or moped.
64% of drivers with a .08+ BAC at the time of a fatal crash were operating a car or truck
N=22 drivers involved in a fatal crash with a BAC of .08+. 2021 FARS.


Drivers tested with a .08+ BAC
4.6% Female
Drivers tested with a .08+ BAC
95.5% Male
N=22 drivers involved in a fatal crash with a .08+ BAC. (2021 FARS)


46.3% of drivers who tested positive with one or more drug at the time of a fatal crash were operating a motorcycle or moped.
53.7% of drivers who tested positive with one or more drug at the time of a fatal crash were operating a motor vehicle.
N= 54 drivers involved in a fatal crash testing positive for one or more drugs. (2021 FARS)


Driver tested positive for one or more drug
13% Female
Driver tested positive for one or more drug
87% Male
N= 54 drivers involved in a fatal crash testing positive for one or more drugs. (2021 FARS)



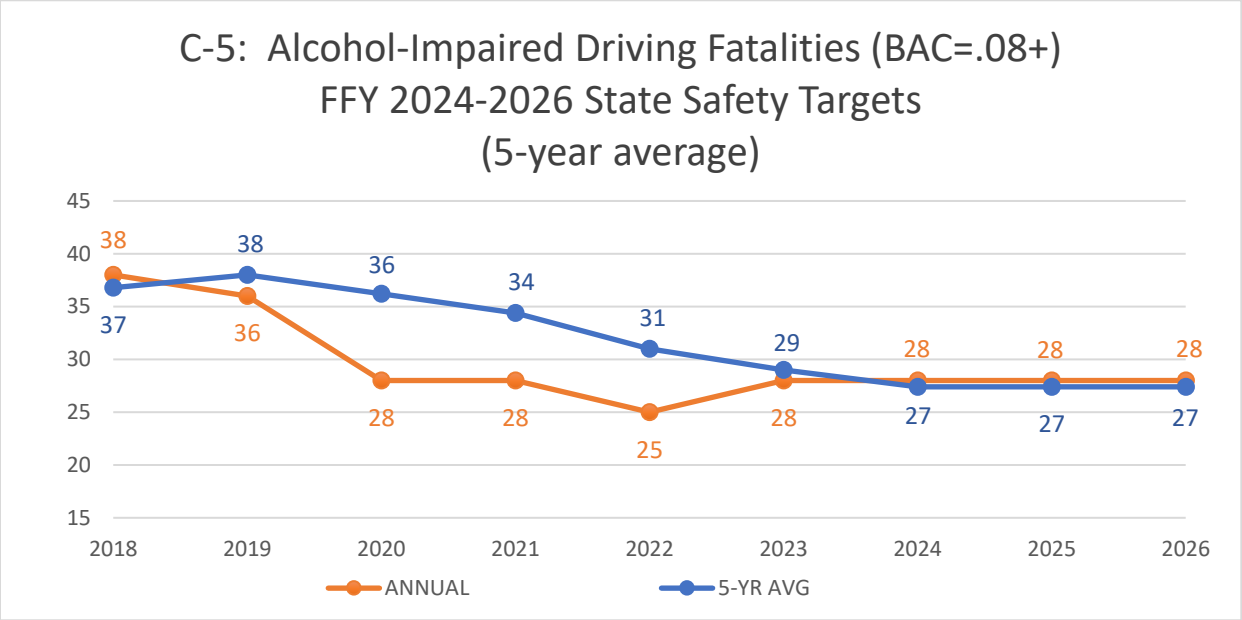
However, these statistics may not paint an accurate or complete picture of Hawaii's impaired driving landscape. From 2020-2021, Hawaii participated in the National Governors Association's (NGA) *Learning Collaborative on State Strategies to Strengthen and Leverage Data to Address Impaired Driving*. As part of the learning collaborative process, our multi-agency team worked with the Hawaii Traffic Records Coordinating Committee (TRCC) to identify and leverage impaired driving data to create strategies and action plans. What we learned is that there are significant gaps in Hawaii's impaired driving data (such as which groups are affected by impaired driving), as well as deficiencies in data sharing, data access, data integration and timely reporting. The TRCC and the Hawaii team also identified key data sources, including court monitoring and DWI Court, that contain invaluable, underutilized impaired driving information. To begin addressing these gaps, the Highway Safety Section has included projects within this triennial Highway Safety Plan that serve to improve upon completeness, accuracy, accessibility, and timeliness of impaired driving data.

Taking a Safe System Approach

Impaired driving is a highly complex issue with many different components, factors and nuances. Historically, strategies have been more siloed, with the various parts acting in isolation or with limited partnerships.

To more effectively combat impaired driving, Hawaii will look at the issues more holistically, applying Safe System Approach concepts; evaluating existing practices and policies; and encouraging collaborations among traditional and non-traditional partners.

Associated Performance Measure Target



The State of Hawaii's performance target for FFY 2026 is 28 alcohol-impaired driving fatalities. Annual benchmarks of 28 for FFY 2024 and 28 for FFY 2025 will assist us in tracking progress.

This performance target was determined by using a linear trend line based on annual data from 2018-2022 and an analysis of external factors, including the Highway Safety Section's current revamp of our impaired driving program; new laws that were passed during the 2022 and 2023 legislative session (definition of drug, compliance-based ignition interlock, state funding for toxicology testing); greater collaboration among partners; planned innovative programs to educate youth and foster more community involvement; and utilizing a Safe System Approach to impaired driving and other traffic safety issues; and safety impacts of proposed projects for FFYs 2024-2026.

Countermeasures Strategies

Using guidance and recommendations from NHTSA's *Countermeasures That Work: A Highway Safety Countermeasure Guide For State Highway Safety Offices (10th Edition, 2020)*; NHTSA's Highway Safety Program Uniform Guideline No. 8 for Impaired Driving; and Hawaii's participation in the NGA *Learning Collaborative on State Strategies to Strengthen and Leverage Data to Address Impaired Driving*, the Highway Safety Section proposes improving our state's impaired driving data and aligning our impaired driving countermeasures with the Safe System Approach, specifically addressing safer road users and collaborations with traditional and non-traditional partners:

Countermeasure Strategies

Countermeasure Strategy #1:	Improve impaired driving data
Countermeasure Strategy #2:	Promote safer road users
Countermeasure Strategy #3:	Program Management

Countermeasure *Strategy #1: Improve impaired driving data*

Problem identified that the countermeasure addresses	• There are significant gaps in Hawaii's impaired driving data. • There are deficiencies in data sharing, data access, data integration and timely reporting.
Link between problem ID and countermeasure strategy	• To gain a better and more accurate understanding of the impaired driving issue in Hawaii, we must Identify the data gaps and address them with solutions such as better data collection, greater access to the data, integration of data, analysis of the data, etc.
Countermeasures and justifications	• NHTSA's Uniform Guideline No. 8 for Impaired Driving – Program Evaluation and Data
Performance targets the countermeasure strategy will address	• (C-5) Core Performance Target #5 – Alcohol-Impaired Driving Fatalities By making improvements to impaired driving data, stakeholders will have a better understanding of the issues they must address and address them appropriately. This, in turn, will hopefully lead to decreases in alcohol-impaired driving fatalities.
Estimated Funding 2024-2026: $966,855	FFY 2024 estimated amount: $335,008.00 FFY 2025 estimated amount: $343,384.00 FFY 2026 estimated amount: $288,463.00 Funding sources: FAST 154AL, 164AL, 405d BIL 154AL, 164AL, 405d Supplemental BIL 405d

Project Considerations
Potential subrecipients: HDOT, Judiciary, county police departments
Description of considerations that will be used to determine what projects to fund to implement Countermeasure #1: Hawaii will base project selection on the following criteria: • Agency's impaired driving data needs and deficiencies • Agency's challenges with impaired driving data collection and analysis • Agency's challenges with completeness, accuracy, timeliness, integration, accessibility, and uniformity of impaired driving data

• Agency's role in the state's impaired driving task force/working group and strategic plan • NHTSA's Uniform Guideline No. 8 for Impaired Driving

Countermeasure *Strategy #2: Promote safer road users*

Problem identified that the countermeasure addresses	• The percentage of drivers involved in fatal crashes who tested positive for having alcohol and/or drugs in their systems has been increasing in recent years. • Drugged driving is an increasing issue that has outpaced alcohol-impaired driving. • Youth are experimenting with drugs and alcohol at a young age. • Youth are riding in cars driven by someone who was "high" or had been using alcohol or drugs.
Link between problem ID and countermeasure strategy	• Change risky behaviors through enforcement, adjudication, education, and outreach.

Countermeasures and justifications	• Countermeasures That Work
	  ○ Publicized Sobriety Checkpoints (5 stars)
	  ○ High-Visibility Saturation Patrols (4 stars)
	  ○ Preliminary Breath Test Devices (4 stars)
	  ○ DWI Courts (4 stars)
	  ○ Court Monitoring (3 stars)
	  ○ Alcohol Ignition Interlocks (5 stars)
	  ○ Lower BAC Limits for Repeat Offenders (4 stars)
	  ○ Mass-Media Campaigns (3 stars)
	  ○ Zero-Tolerance Law Enforcement (3 stars)
	  ○ Youth Programs (2 stars) (Some research findings are positive, but effectiveness remains inconclusive)
	  ○ Enforcement of Drug-Impaired Driving (3 stars)
	• NHTSA's Uniform Guideline No. 8 for Impaired Driving
	  ○ Prevention
	  ○ Criminal Justice System
	  ○ Enforcement
	  ○ Publicizing High Visibility Enforcement
	  ○ Prosecution
	  ○ Adjudication
	  ○ Administrative Sanctions and Driver Licensing Programs
	  ○ Communication Program

Performance targets the countermeasure strategy will address	• (C-5 and C-9) Core Performance Target #5 – Alcohol-Impaired Driving Fatalities and Young Driver Fatalities

	Utilizing strategies that include strict enforcement and adjudication; positive messaging; partnerships with community coalitions; and engaging communities and the youth will hopefully lead to changes in risky impaired driving behaviors and decreases in impaired driving fatalities.	
Estimated Funding 2024-2026: $15,093,719	FFY 2024 estimated amount: FFY 2025 estimated amount: FFY 2026 estimated amount: Funding sources:	$4,787,534.00 $5,130,831.00 $5,175,354.00 FAST 154AL, 164AL, 405d BIL 154AL, 164AL, 405d Supplemental BIL 405d

Project Considerations	
Potential subrecipients:	HDOT, Judiciary, law enforcement, county prosecutors, Hawaii State Department of Health, toxicology testing laboratories, community coalitions/advocates

Description of considerations that will be used to determine what projects to fund to implement Countermeasure #1:

Hawaii will base project selection on the following criteria:

- Agency's impaired driving enforcement needs and deficiencies
- Agency's impaired driving training needs
- Agency's challenges with impaired driving enforcement and adjudication
- Programs that directly impact and/or involve youth
- Agency's role in the state's impaired driving task force/working group and strategic plan
- NHTSA's Countermeasures That Work
- NHTSA's Uniform Guideline No. 8 for Impaired Driving
- Participation in local and national mobilizations
- Communications strategies
- Locations with high incidences of impaired driving crashes
- Affected communities, potentially affected communities
- Partnerships and collaborations, including with traditional and non-traditional partners, federal agencies, etc.

Countermeasure Strategy #3: Program Management

Problem identified that the countermeasure addresses	• The percentage of drivers involved in fatal crashes who tested positive for having alcohol and/or drugs in their systems has been increasing in recent years. • Drugged driving is an increasing issue that has outpaced alcohol-impaired driving. • Youth are experimenting with drugs and alcohol at a young age. • There are significant gaps in Hawaii's impaired driving data, as well as deficiencies in data sharing, data access, data integration and timely reporting. • Impaired driving is a highly complex issue with many different components, factors, and nuances. Historically, strategies have been siloed, with the various parts acting in isolation or with limited partnerships.
Link between problem ID and countermeasure strategy	• To combat impaired driving, Hawaii will address the issues more holistically – applying Safe System Approach concepts; evaluating existing practices and policies; encouraging collaborations among traditional and non-traditional partners; and providing forums to promote those partnerships, discussions, and collaborations.

Countermeasures and justifications	• NHTSA's Uniform Guideline No. 8 for Impaired Driving
	  ○ Program Management and Strategic Planning
	  ○ Communication Program
	  ○ Program Evaluation and Data

Performance targets the countermeasure strategy will address	• (C-5) Core Performance Target #5 – Alcohol-Impaired Driving Fatalities As stated in Uniform Guideline No. 8 for Impaired Driving, "An effective impaired driving program should be based on strong leadership, sound policy development, program management and strategic planning, and an effective communication program." These will hopefully lead to reductions in impaired driving crashes and fatalities.
Estimated Funding 2024-2026: $1,534,069	FFY 2024 estimated amount: $498,760.00 FFY 2025 estimated amount: $511,229.00 FFY 2026 estimated amount: $524,010.00 Funding sources: FAST 154AL, 164AL, 405d BIL 154AL, 164AL, 405d Supplemental BIL 405d

Project Considerations	
Potential subrecipients:	HDOT, Judiciary, law enforcement, county prosecutors, Hawaii State Department of Health, toxicology testing laboratories, community coalitions/advocates

Description of considerations that will be used to determine what projects to fund to implement Countermeasure #1:

Hawaii will base project selection on the following criteria:

- Agency's impaired driving needs and deficiencies
- Agency's role in the state's impaired driving task force/working group and strategic plan
- NHTSA's Countermeasures That Work
- NHTSA's Uniform Guideline No. 8 for Impaired Driving
- Participation in local and national mobilizations
- Communications strategies
- Affected communities, potentially affected communities
- Partnerships and collaborations, including with traditional and non-traditional partners, engineers, federal agencies, etc.

Program Area: Occupant Protection.

Problem Identification

According to State data, in 2022, of the 48 passenger vehicle fatalities, 19 were unrestrained. In 2021, 20 out of the 31 passenger vehicle fatalities were unrestrained and 12 of the 20 unrestrained fatalities, 12 were during the dusk to dawn hours of 6pm to 6am.

Hawaii DOT's SHACA data provides more insight to restraint use recorded in crash reports. SHACA data confirms that most crashes report individuals are using restraints.

Breakdown of Restraint Use in Crash Reports, by County, Source SHACA

	2020	2021	2022
Oahu	3654	4129	4046
Big Island	642	832	797
Maui	617	635	200
Kauai	362	381	465
Total Crashes	5275	5977	5508

Factor Honolulu County	2020	2021	2022
Not Present	750	981	1170
Not Used	310	376	385
Shoulder/Lap Belt Used	5195	6005	5981
Lap Belt Only Used	61	51	45
Shoulder Belt Only Used	29	47	21
Not Able to Determine	58	117	108
Child Restraint (Forward)	74	129	108
Child Restraint (Rear)	72	68	76
Booster Seat	26	37	50
Child Restraint (Unknown Type)	7	31	29
Child Restraint (Improper)	2	0	2
Helmet Used	171	218	247
N/A (Non-Motorist)	839	910	854
Unknown	1525	1757	1614

Factor Hawaii County	2020	2021	2022
Not Present	93	115	164
Not Used	56	92	55
Shoulder/Lap Belt Used	965	1272	1244
Lap Belt Only Used	7	7	8
Shoulder Belt Only Used	6	8	15
Not Able to Determine	39	55	76
Child Restraint (Forward)	18	17	9
Child Restraint (Rear)	8	6	15
Booster Seat	7	10	4
Child Restraint (Unknown Type)	9	7	3
Child Restraint (Improper)	1	0	0
Helmet Used	6	11	9
N/A (Non-Motorist)	26	38	43
Unknown	88	131	126

Factor Maui County	2020	2021	2022*
Not Present	83	69	41
Not Used	93	82	38
Shoulder/Lap Belt Used	1105	1174	340
Lap Belt Only Used	3	37	9
Shoulder Belt Only Used	8	14	11
Not Able to Determine	9	37	18
Child Restraint (Forward)	16	18	7
Child Restraint (Rear)	15	7	8
Booster Seat	11	8	4
Child Restraint (Unknown Type)	5	0	1
Child Restraint (Improper)	0	0	0
Unknown	52	32	16
*2022 incomplete data			

Factor Kauai County	2020	2021	2022
Not Present	49	65	40
Not Used	43	22	21
Shoulder/Lap Belt Used	539	440	472
Lap Belt Only Used	13	3	1
Shoulder Belt Only Used	2	0	1
Not Able to Determine	17	13	13
Child Restraint (Forward)	8	4	11
Child Restraint (Rear)	1	2	11
Booster Seat	0	1	4
Child Restraint (Unknown Type)	1	1	4
Child Restraint (Improper)	1	1	2
Unknown	162	240	257

Overall Seat Belt Use Rate

Hawaii has one of the highest seat belt usage rates in the nation and has had a usage rate of more that 90 percent for the last decade. Since the passage of Universal Seat Belt Law that went into effect in 2012, the overall seat belt usage rate remains above 90 percent. In 2022, the seat belt use rose to 95.80 percent. Comparing 2021 Winter Observational studies within the counties, Maui County's seat belt use increased from 93.62 percent to 95.13 percent. Hawaii County's seat belt compliance increased from 94.14 percent to 95.83 percent, and in Kauai, seat belt use increased from 93.70 percent to 95.86 percent. Honolulu county's daytime seat belt use increased from 94.60 percent to 96.26 percent.

A total of 9,220 front-seat occupants were observed during the nighttime observations of the Winter 2022 Seat Belt report, with a seat belt compliance rate of 97.39%. The results of the nighttime observations showed that female drivers had higher seat belt compliance (98.01%) than males (96.83%). Male passengers also showed a lower seat belt use (96.79%) than female passengers (98.22%). Nighttime back-seat belt use was lower than daytime back-seat belt use, with rates of 88.01% and 90.29% respectively.

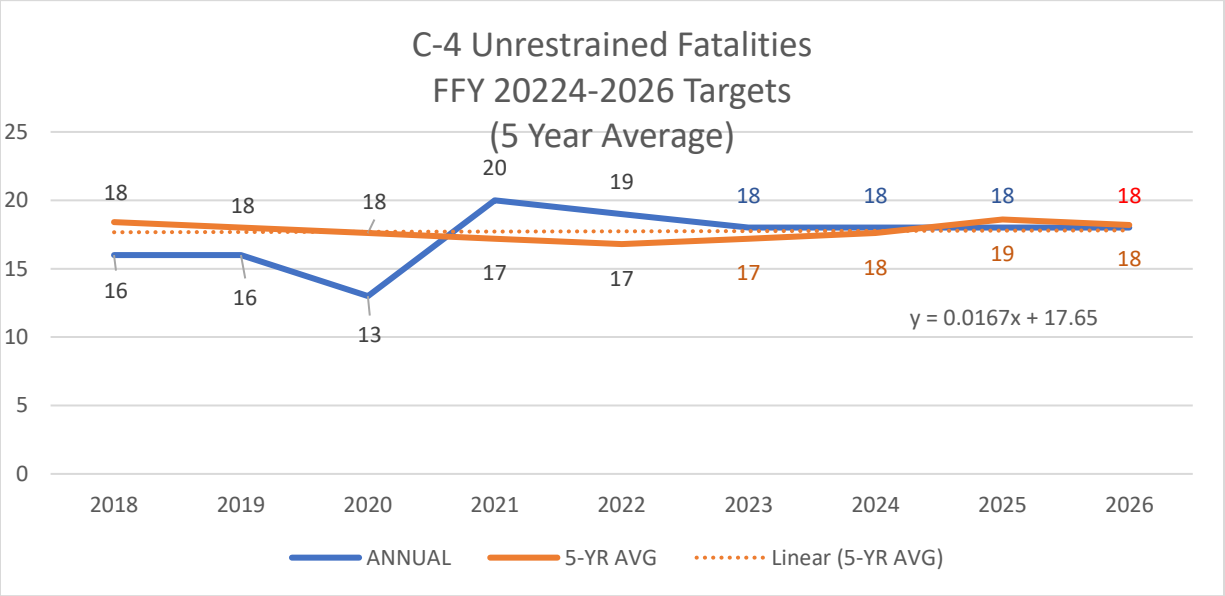
Child Passenger Safety (CPS) Restraints

In the University of Hawaii's (UH) Winter 2022 Child Restraint Use Study, demonstrates a 0.20 percent decrease among infants (1 year and under) and toddlers (1-3 years) compared to the observed usage rate in 2021. The study did not report an observation rate for Maui County among toddlers, and the study posted a statement to the effect that the sample size was small and could lead to variabilities. The overall restraint rate among infants and toddlers is 12.78 percent lower in Hawaii compared to the National Child Restraint Use Special Study (NCRUSS) in 2011 which found that 98 percent of infants and 96 percent of toddlers were restrained. The

toddler restraint use rate slightly increased from 63.61 percent in 2021 to 63.64 percent in 2022, which is still lower than the national average rate of 96 percent.

During a quarterly meeting with the CPS National Coordinators forum, it was identified that the CPS data through the enforcement departments may not be accurate. The selection for 'Shoulder/lap belt selection' could also be selected for children and is in the drop-down menu before the 'Child Restraint' selection. Thus, the 'Child Restraint' factors may be inaccurate, showing a lower usage rate than there may be. Further reminders and training awareness will continue to be encouraged to get a better data from the SHACA source.

Associated Performance Measure Target



Countermeasures Strategies and Planned Activities

To address these challenges with Hawaii's motor vehicle passenger fatality rates, the Highway Safety Section proposes the following planned countermeasure strategies based on NHTSA's *Countermeasures That Work: A Highway Safety Countermeasure Guide for State Highway Safety Offices*:

Countermeasure Strategies	
Countermeasure #1:	Seat belt and Child Safety Seat Law Enforcement
Countermeasure #2:	Communication, Outreach and Other Strategies
Countermeasure #3:	Program Management

Countermeasure #1: Seat belt and Child Safety Seat Law Enforcement

As part of the Occupant Protection Enforcement countermeasure strategy, HDOT will incorporate a HVE planned activity to deter driving without a seatbelt and increased appropriate child seat usage and increase the perceived risk of receiving a ticket, like addressing distracted driving. County police departments will use grant funds to conduct year-round overtime enforcement of Hawaii's seat belt and child safety seat laws. Police will actively seek drivers not using seat belts or child safety seats through special roving patrols, or through spotter techniques where a stationary officer will radio ahead to another officer. Additionally, police will increase their HVE efforts during May's Click It or Ticket/Click It Don't Risk It National Enforcement Mobilization and September's National Child Passenger Safety Week.

Problem identified that the countermeasure addresses	In 2022, of the 48 passenger vehicle fatalities, 19 were unrestrained, and still more than half of the unrestrained fatalities happen at night. The overall child restraint compliance rate has remained low 68.11 percent in 2022.
Link between problem ID and countermeasure strategy	Non-restraint use among motorists and improperly restrained occupants, identified through fatality, SHACA data, injury data and then further application of enforcement, communication, and outreach efforts
Countermeasures and Justification	1.1 Short Term, High-Visibility Seat Belt Law Enforcement (5 star) 1.2 Integrated Nighttime Seat Belt Enforcement (4 star) 1.3 Short High-Visibility CR Law Enforcement (5 star)
Performance targets the countermeasure strategy will address	As set in Performance Plan: C-4 Unrestrained Passenger Vehicle Occupant Fatalities in All Seating Positions.

	Addressing Countermeasure Strategies #1-3 with implementation of data identification, partnerships and communication messages will hopefully lead to higher use of restraints for all occupants.
Estimated Funding 2024-2026 $2,249,300	FFY 2024 estimated amount: $715,800 FFY 2025 estimated amount: $745,800 FFY 2026 estimated amount: $787,700 Funding sources: FAST NHTSA 405; FAST 405b OP; FAST 402 OP; BIL NHTSA 405; BIL 405b OP High (M1HVE); Supplemental BIL NHTSA 405; BIL 402 OP; Supplemental BIL NHTSA 402; BIL 405b OP High (M1CPS).

Countermeasure #2: Communication, Outreach and Other Strategies

All partners will assist HDOT to provide occupant protection and child passenger restraint training for new and renewing instructors and technicians. Increasing the number child safety seat technicians and instructors that are certified in all counties at least by 15 percent each year are needed to increase outreach and to ensure that enforcement can properly enforce the child safety seat laws as well as ensure that all partners, especially those in rural and underserved communities, can properly instruct and guide parents to making sure that children are properly restrained. As of the end of 2022, there were 73 technicians and 21 instructors. Also, many techs do not recertify, therefore continual training efforts much be done.

New partnership with the Judicial branches' pilot project, Community Outreach Court (COC located in Waianae and Kaneohe), which serves underserved and homeless communities by assisting those who have received citations for child safety seats violations and assist them with education and access to safety restraints for their children.

Using the reports generated by the University of Hawaii, help to guide the continuing efforts to do enforcement, community car seat checks and inspections especially in underserved communities around the State such as Waianae, Waimanalo, East Pahoa and East Hawaii Island and other identified locations with the newly trained and retrained. Provide in-service educational sessions within medical centers and training sessions with select retailers that sell car seats. These will continue to be held statewide to ensure that all four counties have access to these services. Continued car seat checks are planned for the more rural and under privileged segments of the population. All four counties will conduct special events in support on the national Child Passenger Safety Week in September. Additionally, funds will be used to purchase child safety seats, restraint inspection station supplies (car seat manuals, car seat identification card supplies), brochures, and repairs as needed). Other outreach efforts such as community safety talks, presentations, events, will be important to the distribution of informational collateral as well gaining earned media and purchased media time with, but not limited to social media,

radio, theater, television, and print media providers especially in the underserved and rural communities.

Problem identified that the countermeasure addresses	In 2022, of the 48 passenger vehicle fatalities, 19 were unrestrained, and still more than half of the unrestrained fatalities happen at night. The overall child restraint compliance rate has remained low 68.11 percent in 2022.
Link between problem ID and countermeasure strategy	Communication and outreach efforts, specifically addressing areas shown on observational studies or enforcement as low use is essential to increasing restraint compliance. Non-restraint use among motorists and improperly restrained occupants, identified through fatality, SHACA data, injury data and the data from the UH studies support these efforts.
Countermeasures and Justification	2.1 Supporting Enforcement (5 star) 2.2 Strategies for Low-Belt-Use Groups (4 star) 2.3 Strategies for Older Children (3 star) 2.4 Strategies for Child Restraint and Booster Seat Use (3 star) 2.5 Inspection Stations (3 star) 2.6 General Communications and Education (Older Drivers) (1 star) 2.7 Unintended Children in Motor Vehicles (required 402 funding)
Performance targets the countermeasure strategy will address	As set in Performance Plan: C-4 Unrestrained Passenger Vehicle Occupant Fatalities in All Seating Positions. Addressing Countermeasure Strategies #1-3 with implementation of data identification, partnerships and communication messages will hopefully lead to higher use of restraints for all occupants.
Estimated Funding 2024-2026: $2,298,000	FFY 2024 estimated amount: $691,000 FFY 2025 estimated amount: $750,000 FFY 2026 estimated amount: $857,000 Funding sources: FAST NHTSA 405; FAST 405b OP; FAST 402 OP; BIL NHTSA 405; BIL 405b OP High (M1HVE); Supplemental BIL NHTSA 405; BIL 402 OP; Supplemental BIL NHTSA 402; BIL 405b OP High (M1CPS);

Countermeasure #3: Program Management

Problem identified that the countermeasure addresses	In 2022, of the 48 passenger vehicle fatalities, 19 were unrestrained, and still more than half of the unrestrained fatalities happen at night. The overall child restraint compliance rate has remained low 68.11 percent in 2022.
Link between problem ID and countermeasure strategy	CFR 1200.11 identifies program management as both authority and function to administer highway safety programs. 23 USC 402 requires each state dedicate portion of program funding to educate the public on the risks of leaving a child or unattended passenger in the vehicle.
Performance targets the countermeasure strategy will address	As set in Performance Plan: C-4 Unrestrained Passenger Vehicle Occupant Fatalities in All Seating Positions.
Estimated Funding 2024-2026: $2,298,000	FFY 2024 estimated amount: $691,000 FFY 2025 estimated amount: $750,000 FFY 2026 estimated amount: $857,000 Funding sources: FAST NHTSA 405; FAST 405b OP; FAST 402 OP; BIL NHTSA 405; BIL 405b OP High (M1HVE); Supplemental BIL NHTSA 405; BIL 402 OP; Supplemental BIL NHTSA 402; BIL 405b OP High (M1CPS);

Project Considerations	
Potential subrecipients:	Paid media, Occupant Protection and Child Passenger Enforcement and Educational Providers

Description of considerations that will be used to determine what projects to fund to implement Countermeasure #1 through 3:

Hawaii will base project selection on the following criteria:

- High Visibility Enforcement, Community engagement and outreach and/or educational efforts to roadway users most likely to not adhere to occupant protection related roadway rules.
- Community Outreach and awareness to affected communities including resources provided to LEP families.

- Communication relating to unattended children or occupants in vehicles.

Program Area: Motorcycle Safety

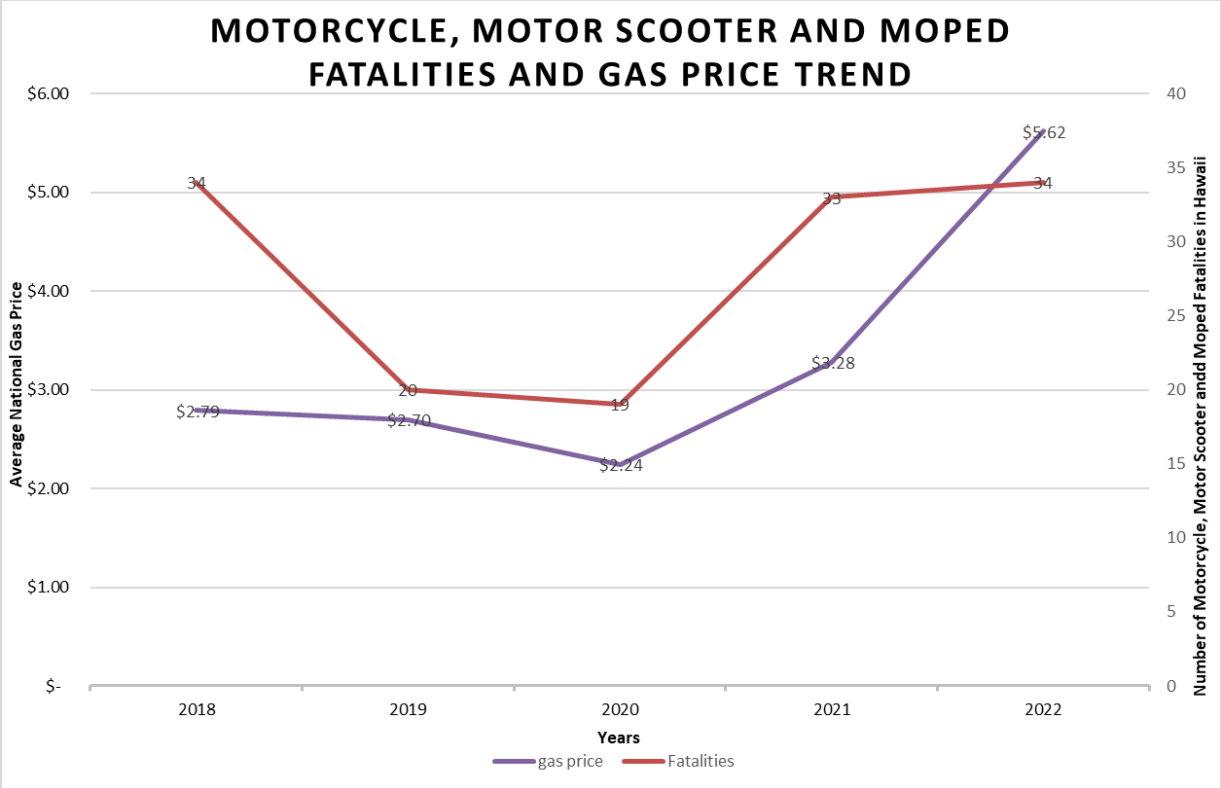
Problem Identification

In 2022, according to Hawaii's state data, there were 33 motorcyclist, motor scooter, and moped deaths in Hawaii compared to last year, which also had 33 fatalities. Of these 33 fatalities, 31 were the vehicle operator and two were passengers. All the vehicle operators were male. Both passengers were female. Average age is 42 years old.

According to the most current information in the State of Hawaii Data Book, the number of motorcycles, motor scooter registrations in 2021 show that these types of vehicles represent approximately only 3 percent of registered vehicles in the state of Hawaii. Yet, in 2022, these type of roadway users represented 28 percent of all the roadway fatalities.

Gas Prices

Continued high gas prices means that more people will turn to motorcycles, motor scooters and mopeds as a more gas efficient and inexpensive form of transportation. Overall, Hawaii will average less than 30 motorcycle, motor scooter and moped deaths a year but when there is a significant gas price spike, the number of fatalities go over 30. In 2022, according to the AAA Gas Prices website, the national gas price average rose even higher than 2021 to $5.016 a gallon. That year, Hawaii at its highest point at $5.62, thus fatalities also remained high at 33.



Protective Gear

Ten of the 33 riders who died in 2022, or 29 percent, were wearing helmets. Of the helmet use, one wasn't strapped on properly. Helmets are still the best way to save lives and prevent head injuries. Hawaii only has a partial helmet law which only requires helmets for those under the age of 18 years old. HDOT will continue to support universal helmet laws as they come up during the legislative seasons.

Rider Behavior Factors

According to 2022 State data, 19 of the 33 were speed related deaths and 18 tested positive for alcohol and/or drugs. With some of these motorcycles having the ability to achieve speeds of over 200 miles an hour, speed enforcement of these types of vehicles can be dangerous to all roadway users thus the county police have a 'no pursuit' policy. This especially the true in the counties where population density is high. Thus, HVE is not applicable here.

Licensing

Of the 33 riders, only thirteen or 38 percent of the 31 operators that died were properly licensed to operate a motorcycle. There is a strong association between licensing and an operator's skill ability to negotiate challenges on the road. HDOT is working to ensuring that each rider is properly licensed.

Basic Rider Education

One core component of receiving a motorcycle endorsement is acquiring the basic skills to operate a motorcycle safely. HDOT currently partners with Leeward Community College (LCC) in the City and County of Honolulu as the only location for state certified motorcycle safety education. Unfortunately, Kauai County, Hawaii Community College and Maui Community College have all suspended their operations. In January 2023, HDOT, with the assistance of LCC head rider coaches, begun the process to update the curricula and rules governing the rider education requirements to the Motorcycle Safety Foundation's (MSF) Basic Rider Course (BRC) *eP1x11* which has an online classroom portion. This will allow those on the neighboring islands to start taking the course from home then come to Oahu for the classroom and range tests. This is anticipated to encourage more people from the neighbor islands to take the course especially since they have no basic rider course providers in their area.

2022	State Total		Oahu			Hawaii Island		Maui		Kauai	
Population*	1441553		1000890		69%	202906	14%	164303	11%	73545	5%
MC registration*	25693		15933		62%	4629	18%	3735	15%	1396	5%
Moped Registration *	11731		9411		80%	605	5%	1483	13%	232	2%
Training numbers	#of classes	# of students	#of classes	# of students	% of Total						
	58	983	58	983	100%						

*According to Department of Business, Economic Develoment & Tourism (DBEDT) most current data is as of 2021

Countermeasures Strategies and Planned Activities

According to NHTSA's Countermeasures That Work: A Highway Safety Countermeasure Guide for State Highway Safety Offices, the most effective countermeasure is Universal Motorcycle Helmet Use Laws. Hawaii does not have a universal helmet law but will continue to support efforts encourage helmet use by all motorcycle, motor scooter and moped riders.

In the third Countermeasure: Motorcycle Rider Licensing and Training, despite only having one motorcycle safety basic rider course provider, HDOT will continue to support their efforts to ensure that novice riders and others may take a course to improve their skills.

Proposed projects for FFYs 2024-2026 will align with the countermeasures to achieve the performance targets of decreasing the annual motorcyclist fatalities from 33 a year in 2022 to 32 a year by 2026. To support those Countermeasures, based on our data, HDOT proposes strategies associated with the last Countermeasure:

Countermeasures	
Countermeasure #1:	Communication and Outreach through media purchases to the public to encourage drivers to be aware of riders and for riders to get basic rider training, to be licensed and to ensure that they ride in accordance with the rules of the road.
Countermeasure #2:	Program Management

Countermeasures #1:

Communication and Outreach to create awareness of motorcyclists on the roadways and focus on motorcyclist behaviors through media outreach, which may include but not be limited to radio, television, social media, and movie theaters.

Problem identified that the countermeasure addresses	Factors contributing to motorcycle, motor scooter and moped crashes - impairment, conspicuity, improper road use, speed, not being properly licensed and untrained.
Link between problem ID and countermeasure strategy	Creating public awareness of taking a basic rider course and getting licensed are needed to make sure that riders are getting the education and awareness they need to operate the vehicle safely as well as encourage drivers to become aware of motorcycle, motor scooter and moped riders.
Performance targets the countermeasure strategy will address	Core Performance Target #7 and 8 – Total Motorcycle, Motor Scooter and Moped Fatalities and Unhelmeted Motorcyclist Fatalities Addressing Countermeasure Strategy #1 with implementation of data identification, partnerships and communication messages will hopefully lead to behavioral change in roadway users in identified areas.

Estimated Funding 2024-2026: $300,000	FFY 2024 estimated amount: $100,000.00 FFY 2025 estimated amount: $100,000.00 FFY 2026 estimated amount: $100,000.00 Funding sources: FAST 2020 405f; FAST 2021 405f; BIL 2022 405f; SUP BIL 2022 405f; BIL 2023 405f; SUP BIL 2023 405f; FAST 402MC; FAST 405f M9MT

Countermeasures #2: Program Management

of the Motorcycle Safety Program is required to provide guidance to subrecipients and ensure that grant goals are met, and project activities are conducted in a timely manner according to milestones. In addition, program management will ensure that all motorcycle-related activities work cohesively to achieve maximum impact and effectiveness. It will cover program operations costs, including reporting, monitoring, technical assistance and development of plans and applications for Motorcycle Management grants; cover the salary for the Motorcycle Management Program Manager; and cover any motorcycle safety related training and travel to further the goals and strategies ofthe HSP and Hawaii SHSP.

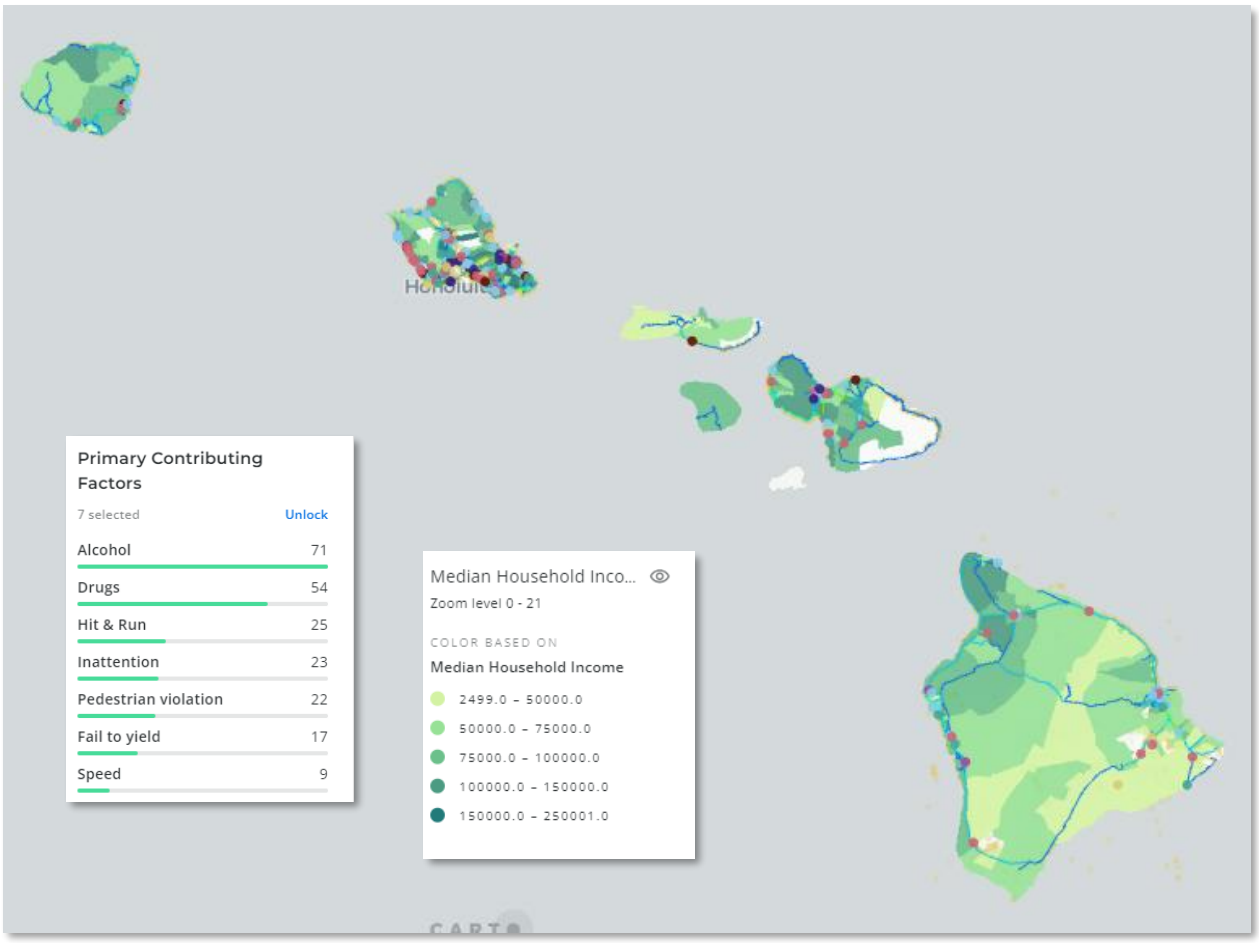
Estimated Funding2024-2026: $300,000	FFY 2024 estimated amount: $100,000.00 FFY 2025 estimated amount: $100,000.00 FFY 2026 estimated amount: $100,000.00 Funding sources: FAST 2020 405f; FAST 2021 405f; BIL 2022 405f; SUP BIL 2022 405f; BIL 2023 405f; SUP BIL 2023 405f; FAST 402MC; FAST 405f M9MT

Project Considerations
Potential subrecipients: Motorcycle Safety Education Providers, Outreach Partners
Description of considerations that will be used to determine what projects to fund to implement Countermeasure #1: Hawaii will base project selection on the following criteria: • Data led communication messages.

- Outreach efforts to roadway users most likely to not ride in accordance with roadway rules.

Program Area: Nonmotorized Safety

Problem Identification



The above map displays 221 fatalities among non-motorists (205 pedestrian and 16 bicycle) in Hawaii since 2017 in Hawaii.

As our most vulnerable roadway users, pedestrian and bicycle fatalities are always a major traffic concern for Hawaii. Hawaii is not subject to inclement weather like harsh winters and extreme heat. This means that Hawaii's normal exposure rate is higher.

According to state data, the past 5-year average of pedestrian fatalities has stayed consistent at 28 per year (2018-2022). In 2022, there were 28 pedestrian fatalities compared to the 25 fatalities in 2021. Also, there were seven bicyclist fatalities compared to the previous year's count of four. Overall, bicyclist fatalities increased from 3 to 4 when comparing 2018 to 2022 5- year averages.

Pedestrian

Of the 28 pedestrian fatalities, 21 were male and 7 were female. The oldest was 84 years old and the youngest was 25 years old. The average age was 55.25 years old. This year, seven of the pedestrians were seniors over the age of 65 years old, making them 25 percent of the pedestrian fatalities.

The dusk to dawn hours (6pm - 6am) have shown to be the deadliest half of the day. All but three of the 28 pedestrian fatalities or 89 percent occurred during this time.

The location as to where the pedestrian crashes occur are also important to determining our outreach strategies. While looking beyond whether they were or were not in a crosswalk is important. Of the 28 fatalities, 14 were crossing the street, ten were walking along in the roadway.

In 2022, Hawaii started collecting data on the number of pedestrian fatalities that involve homeless individuals. Twelve or 43 percent of the fatalities were homeless. Of these fatalities, five of them were seniors. All but one occurred during the dusk to dawn hours and all of them were either walking on the shoulder of the road or crossing the street.

Bicyclists

In 2022, 5 of the 7 bicycle fatalities involved an individual who was considered homeless. The Of all the bicycle fatalities in 2022, all except one were male and the ages ranged from 13 to 73 years old. All occurred during the dusk to dawn hours of 6pm to 6am. Six of the 7 were riding traditional bicycles and one was an electric bicycle, which was ridden by the 13-year-old. On Oahu there were four, which was half the bicycle fatalities.

Electric bicycles used to be classified with the 'mopeds,' but was reclassified as 'bicycles' by 2022. In 2021, one electric bicycle was counted as a moped instead of bicycle, therefore, the bicyclist number was four instead of five. With the growing popularity of bicycles and electric bicycles as an alternative form of transportation especially due to high gas prices and the reclassification, it is anticipated that the number of bicycle fatalities will increase.

Countermeasures Strategies and Planned Activities

To address these challenges with Hawaii's pedestrian and bicycle fatality rates, the Highway Safety Section proposes the following countermeasure based on NHTSA's *Countermeasures That Work: A Highway Safety Countermeasure Guide for State Highway Safety Offices*, HDOT proposes strategies associated with the following strategies and planned activities:

Countermeasures	
Countermeasure #1:	Safe Road User through Education, Community Outreach, and Media
Countermeasure #2:	Safer Roads through Enforcement and Community Engagement
Countermeasure #3:	Program Management

Countermeasure #1: Safe Road User through Education, Community Outreach, and Media

Partners such as the City and County of Honolulu's Department of Transportation Services (DTS) and the Honolulu Police Department (HPD) are instrumental in all outreach efforts. DTS will use grant funds to conduct traffic safety education programs such as the October's Be Safe Be Seen Halloween safety program (in alignment with the national Pedestrian Safety Month), senior events and fairs and summer fun programs. Grant funds will be used to print pedestrian safety tip booklets that will be distributed to participants statewide. They will be purchasing more visibility safety devices and printing more Drive Wise and Walk Wise brochures and working on social media related PSAs. And to ensure that they are up to date on pedestrian safety related issues and techniques, one to two representatives will attend the annual Lifesavers Conference to network with pedestrian safety peers and to participate in workshops to find innovative pedestrian safety strategies that can be implemented in Hawaii.

Like with occupant protection HDOT will partner with the State Judicial branch and pilot project, Community Outreach Court (COC located in Waianae and Kaneohe), which provides additional services and outreach to underserved and homeless communities to assist those who have received citations for pedestrian and bicycle related violations and assist them with safety education.

HDOT will use grant funds to purchase media venues such as but not limited to radio, television, movie theaters and social media platforms to educate the public about pedestrian safety during Hawaii's Pedestrian Safety Month and throughout the year.

HDOT will continue to contract a Pedestrian Safety Media Contractor as a planned activity to implement a statewide educational campaign, conduct statewide pedestrian safety presentations, attend events, and coordinate all pedestrian safety related educational and outreach with new and existing partners throughout the State. They will be purchasing and/or printing related materials (e.g., posters, brochures, pledge cards) for distribution at community events. They will also track earned media coverage and will provide additional support for statewide enforcement initiatives.

Problem identified that the countermeasure addresses	Factors contributing to pedestrian and bicyclist crashes impairment, conspicuity, improper road use, improper crossing- ped/bike & speed, impairment, failure to yield- motorist
Link between problem ID and countermeasure strategy	Comprehensive application of risky behaviors among motorists, bicyclists and pedestrians identified through fatality and SHACA data, and then further application of enforcement, communication, and outreach efforts
Countermeasures and Justification	1.1 Elementary-Age Child Pedestrian Training (3 star) 1.2 Walking School Buses (3 star) 1.3 Conspicuity Enhancement (3 star) 1.4 Communications and Outreach Addressing Impaired Pedestrians (2 star)

	1.5 Pedestrian Safety Zones (4 star) 1.6 Conspicuity Enhancement (3 star) 1.7 Pedestrian Gap Acceptance Training (1 star) 1.8 Bicycle Safety Education for Children (2 star) 1.9 Cycling Skills Clinics, Bike Fairs, Bike Rodeos (1 star) 1.10 Bicycle Safety Education for Adult Cyclists (1 star) 1.11 Active Lighting and Rider Conspicuity (3 star) 1.12 Promote Bicycle Helmet Use with Education (2 star) 1.13 *Share the Road* Awareness Programs (2 star)
Performance targets the countermeasure strategy will address	Core Performance Target #10 and 11 – Total Pedestrian and Bicycle Fatalities Addressing Countermeasure Strategy #1 with implementation of data identification, partnerships and communication messages will hopefully lead to behavioral change in roadway users in identified areas.
Estimated Funding 2024-2026 $735,000	FFY 2024 estimated amount: $230,000 FFY 2025 estimated amount: $250,000 FFY 2026 estimated amount: $255,000 Funding sources: FAST 405h FHX, NHTSA FAST 402 PS; FAST Act 405h Nonmotorized Safety (FHPE); FAST Act 405h Nonmotorized Safety (FHLE); BIL 405g FHX, NHTSA 402 PS; Supplemental BIL 405g FHX; BIL 405g Nonmotorized Safety (FHPE); Supplemental BIL 405g Nonmotorized Safety (FHPE); Supplemental BIL NHTSA 402; BIL 405g Nonmotorized Safety (FHLE)

Countermeasure #2: Safer Roads through Enforcement and Community Engagement

The HPD will continue to engage the public by conducting highly publicized pedestrian operation(s), which focus on core issues that endanger non-motorists throughout the year, with additional emphasis on Pedestrian Safety Month in August.

Part of this engagement includes outreach by the community policing team and solo bike officers. They will be deployed to an elementary school that has been identified as a rural and underserved and/or in need of a crossing guard to be a reminder to drivers to follow all roadway rules especially in the school

zone. Also, they will conduct least two public educational events quarterly to bring awareness about pedestrian safety to the community.

They will also conduct bicycle engagement activities on state and county roadways where bicycle fatalities have occurred, and in high volume traffic areas and/or problem areas as identified and determined by statistical data where available.

Problem identified that the countermeasure addresses	Factors contributing to pedestrian and bicyclist crashes impairment, conspicuity, improper road use, improper crossing- ped/bike & speed, impairment, failure to yield- motorist
Link between problem ID and countermeasure strategy	Comprehensive application of risky behaviors among motorists, bicyclists and pedestrians identified through fatality and SHACA data, in-field assessments, and then further application of enforcement, communication, and outreach efforts
Countermeasures and Justification	Enforcement Engagement 2.1 Reduce and Enforce Speed Limits (3 star) 2.2 Enforcement Strategies (3 star)
Performance targets the countermeasure strategy will address	Core Performance Target #10 and 11 – Total Pedestrian and Bicycle Fatalities Addressing Countermeasure Strategy #1 with implementation of data identification, partnerships and communication messages will hopefully lead to behavioral change in roadway users in identified areas.
Estimated Funding 2024-2026: $735,000	FFY 2024 estimated amount: $230,000 FFY 2025 estimated amount: $250,000 FFY 2026 estimated amount: $255,000 Funding sources: FAST 405h FHX, NHTSA FAST 402 PS; FAST Act 405h Nonmotorized Safety (FHPE); FAST Act 405h Nonmotorized Safety (FHLE); BIL 405g FHX, NHTSA 402 PS; Supplemental BIL 405g FHX; BIL 405g Nonmotorized Safety (FHPE); Supplemental BIL 405g Nonmotorized Safety (FHPE); Supplemental BIL NHTSA 402; BIL 405g Nonmotorized Safety (FHLE)

Countermeasure #3: Program Management

Management of the Pedestrian Management Program is required to provide guidance to subrecipients and ensure that grant goals are met, and project activities are conducted in a timely manner according

to milestones. In addition, program management will ensure that all pedestrian-related activities (HVE, statewide campaigns and public education/communications) work cohesively to achieve maximum impact and effectiveness. As part of this planned activity, the HDOT's Highway Safety Section will use funds to cover program operations costs, including reporting, monitoring, technical assistance and development of plans and applications for non-Motorized grants, coordinate statewide pedestrian safety campaigns, cover the salary for the Non-motorized Management Program Manager; and cover any nonmotorized-related training and travel to further the goals and strategies of the 3HSP and Hawaii SHSP.

Funding	FFY 2024 estimated amount: $80,000.00 FFY 2025 estimated amount: $85,000.00 FFY 2026 estimated amount: $95,000.00 Funding sources: FAST 405h FHX, NHTSA FAST 402 PS; FAST Act 405h Nonmotorized Safety (FHPE); FAST Act 405h Nonmotorized Safety (FHLE); BIL 405g FHX, NHTSA 402 PS; Supplemental BIL 405g FHX; BIL 405g Nonmotorized Safety (FHPE); Supplemental BIL 405g Nonmotorized Safety (FHPE); Supplemental BIL NHTSA 402; BIL 405g Nonmotorized Safety (FHLE)

Project Considerations	
Potential subrecipients:	Pedestrian and Bicycle Safety Enforcement and Outreach Coordinators, Paid Media, HDOT

Description of considerations that will be used to determine what projects to fund to implement Countermeasure #1 through 3:

Hawaii will base project selection on the following criteria:

- Enforcement, outreach and/or educational efforts to roadway users most likely to not adhere to pedestrian safety and bicycle safety related roadway rules.
- Agency's activities correlate to the Safe Systems Approach and/or as a NHTSA Countermeasure
- Media messages mindful of populations with LEP
- Outreach activities inclusive of most vulnerable populations and affected communities.

Program Area: First Responders

Problem Identification

According to the U.S. Department of Transportation, enhanced survivability of crashes through expedient access to emergency medical care, while creating a safe working environment for vital first responders and preventing secondary crashes through robust traffic incident management practices is one of the complimentary objectives in the Safe System approach. This is referred to as 'Post-Crash Care'.

The Hawaiian Islands have many rural terrain (lava fields, ravines, cliffs, etc.) which make traditional extrication systems too difficult to set up as quickly as the cordless sets.

Maui County is no exception, especially as the second largest island in the state. Being that island of Maui is significantly larger than Oahu with more remote towns as well as a more rapidly growing population, their estimated response time could be longer. Maui Fire Department's record of incidents, from January 1, 2020, to January 1, 2023, there have been a total of 2104 vehicle crashes in the County of Maui: 998 of those crashes included injuries; 141 involved pedestrian and vehicle.

The Maui County Fire Department is requesting to purchase two (2) full complement of extrication tools made up of a cutter, spreader, telescopic ram, combi tool, and necessary accessories for their Kihei District Station and Kaunakakai District Station. The new updated version of these tools no longer requires a power unit and hydraulic hoses, but rather are battery powered making them more portable, reliable, versatile, capable, and efficient than their current tools.

Staion 6 - Kihei	2018	2019	2020	2021	2022
Roadway Incidents	88	91	63	113	101
Vehicle Crashes without Injuries	23	30	21	56	45
Vehicle Crashes with Injuries	48	50	31	38	33
Vehicle/Pedestri	8	6	6	12	11
Vehicle Fire	9	5	5	7	12
Average	**6:09**	**6:52**	**6:53**	**7:02**	**8:00**

Station 4 - Kaunakakai	2018	2019	2020	2021	2022
Roadway Incidents	7	12	8	9	12
Vehicle Crashes without Injuries	3	7	0	1	1
Vehicle Crashes with Injuries	2	3	5	5	8
Vehicle/Pedestrian accidents	0	0	1	0	2
Vehicle Fire	2	2	2	3	1
Average Response Time	**4:30**	**5:55**	**10:34**	**8:27**	**8:18**

Because of the remoteness of the locations, expediting the crash victims to emergency medical care by reducing the amount of time it takes to extricate and transport these victims to a hospital is vital, can make the difference between life or death. Battery-operated extrication tools save time and enhance efficiency during set-up, operation, and break-down as compared to their hydraulic counterparts. It could reduce patient extrication times by at least 2-7 minutes. This time saved will result in better patient outcomes as well as reduced risk to responders.

Lastly, each of the receiving stations as well as others, must complete at least one community outreach initiative regarding traffic safety. Topics include occupant protection, the dangers of impaired and distracted driving and speeding with pedestrian safety tips.

Countermeasures Strategies and Planned Activities

In the Safe System Approach to Traffic Safety, Post-Crash Care is essential to increase the chances of surviving a roadway crash especially in rural and underserved areas.

For EMS, major factors are response time, proximity to an appropriate trauma center, and access to first responders with the appropriate equipment and training. Based on our data, HDOT proposes the following countermeasure strategies and planned activities to address Hawaii's EMS response time:

Countermeasure Strategies	
Countermeasure #1:	First responders equipment for post-crash care and prehospital evidence based process model
Countermeasure #2:	Program Management

Countermeasure #1: Equipment Purchase

Two cordless extrication kits to provide the most current and more efficient tools for the first responders to improve response time in extricating crash victims.

Problem identified that the countermeasure addresses	Extricating crash victims, especially rural locations, and locations the furthest from a hospital.
Link between problem ID and countermeasure strategy	Reducing the extrication time for the crash victim(s) to compensate for the time it takes to get the victim to the hospital.
Performance targets the countermeasure strategy will address	Reduce the patient extrication times by at least 2-7 minutes.
Estimated Funding 2024-2026: $360,000	FFY 2024 estimated amount: $100,000 FFY 2025 estimated amount: $110,000 FFY 2026 estimated amount: $150,000 Funding sources: FAST NHTSA 402 EM; BIL NHTSA 402 EM; Supplemental BIL NHTSA 402 EM

Countermeasure #2: Program Management and advancing NHTSA's Prehospital Evidence-Based Guidelines

The EMS Program is required to provide guidance to subrecipients and ensure that grant goals are met, and project activities are conducted in a timely manner according to milestones. In addition, program management will ensure that all EMS-related activities work cohesively to achieve maximum impact and

effectiveness. Which will cover program operations costs, including reporting, monitoring, technical assistance and development of plans and applications for EMS Management grants and cover the salary for the EMS Management Program Manager; and cover any EMS related training and travel to further the goals and strategies ofthe 3HSP, EBG, and Hawaii SHSP.

Estimated Funding 2024-2026: $600,000	FFY 2024 estimated amount: $200,000 FFY 2025 estimated amount: $200,000 FFY 2026 estimated amount: $200,000 Funding sources: FAST NHTSA 402 EM; BIL NHTSA 402 EM; Supplemental BIL NHTSA 402 EM

Project Considerations
Potential subrecipients: County fire departments, HDOT
Description of considerations that will be used to determine what projects to fund to implement Countermeasure #2: Hawaii will base project selection on the following criteria: • Agency's selective equipment should be for traffic related incidents only • Agency's activities correlate to the Safe Systems Approach through Post-Crash Care or EBG

Program Area: Traffic Records

Problem Identification

According to NHTSA's *Traffic Records Program Assessment Advisory*, "high-quality State traffic records data is critical to effective safety programming, operational management, and strategic planning. Every State—in cooperation with its local, regional, and Federal partners—should maintain a traffic records system that supports the data-driven, science-based decision-making necessary to identify problems; develop, deploy, and evaluate countermeasures; and efficiently allocate resources. Functionally, a traffic records system includes the collection, management, and analysis of traffic safety data. It is comprised of six core data systems—crash, driver, vehicle, roadway, citation and adjudication, and injury surveillance—as well as the organizations and people responsible for them." Unfortunately, Hawaii's traffic records system needs extensive upgrades to ensure that the core data systems can meet the six primary data quality attributes – timeliness, accuracy, completeness, uniformity, integration, and accessibility, so that we can effectively address and resolve traffic safety issues.

The vision for Hawaii's Traffic Records Coordinating Committee (TRCC) is to have an efficient and integrated traffic records system that optimizes the safety and operation of Hawaii's roadways. To achieve this, Hawaii's Highway Safety Section coordinates the TRCC, providing a forum to facilitate the collection, accessibility, exchange, and integration of reliable traffic records data to support the improvements of roadway safety and operations. Among its other duties and responsibilities, the TRCC identifies problem areas; provides recommendations for problem resolution; develops and implements action plans for the resolution of identified problems; and provides follow up to ensure that identified problems have been resolved.

One of the key tools that the TRCC uses as a guide for its efforts is the Highway Safety Data and Traffic Records System Assessment. As a result of the recommendations from Hawaii's 2017 Assessment and most recent self-Assessment that was completed on June 7, 2022, the TRCC decided to focus its efforts and limited resources and funding on the following key initiatives that were deemed necessary and high priority:

<u>Revise Statewide MVAR/Update MVAR Reference Manual</u>

To ensure that Hawaii's crash reports capture the data needed for better data analysis, problem identification, strategizing and evaluation of our state's traffic safety issues, the TRCC will update the MVAR to address data gaps, align with the new Bipartisan Infrastructure Law and include new transportation modes, including electric bikes and motorized scooters.

While working on the update and awaiting the updated Model Minimum Uniform Crash Criteria, the TRCC will provide better guidance to law enforcement officers completing the forms by revising the statewide crash reporting Reference Manual with more detailed and comprehensive definitions and explanations, including instructions on how to document the new transportation modes on the current form.

Electronic Citations

Law enforcement agencies in Hawaii still utilize paper citations, which lead to numerous deficiencies the police departments, Judiciary and the prosecutors contend with, including:

- Illegible citations.
- Incomplete citations.
- Length of time between issuance of citation to entry into the Judiciary Information Management System (JIMS).
- Access to citations by prosecutors.

These sometimes lead to dismissal of traffic citations, processing of citations and customer service provided to the offenders.

Since 2017, Hawaii has piloted eCitation projects on Maui (beginning April 2017) and on Oahu (beginning August 2018). In the time the eCitation program has been in effect, participating agencies have seen improvements in timeliness. Overall, in the First Circuit (Oahu), processing time was ~2.9 times faster for eCitation than paper citations during FFY 2019, ~2.5 times faster in FFY 2020, ~2.3 times faster in FFY 2021, ~2.0 times faster in FFY 2022, and ~1.9 times faster during the first and second quarters of FFY 2023.

First Circuit -- Average Number of Days from Citation Date to Data Entry Date (August 2018-March 2023)

Citation Type	FFY 2019 (includes last six weeks of FFY 2018)	FFY 2020	FFY 2021	FFY 2022	FFY 2023 (Q1 & Q2)
Paper Citations	7.74	9.25	9.48	7.82	8.13
eCitations	2.63	3.64	4.06	3.93	4.07

In the Second Circuit (Maui), overall processing time was ~2.3 times faster for eCitation than paper citations during FFY 2019, ~2.0 times faster in FFY 2020, ~1.9 times faster in FFY 2021, ~2.4 times faster in FFY 2022, and ~2.6 times faster during the first and second quarters of FFY 2023.

Second Circuit -- Average Number of Days from Citation Date to Data Entry Date (August 2018-March 2023)							
Citation Type	FFY 2017 (Q3 & Q4)	FFY 2018	FFY 2019	FFY 2020	FFY 2021	FFY 2022	FFY 2023 (Q1 & Q2)
Paper Citations	6.02	5.69	5.03	4.6	4.61	4.8	5.18
eCitations	2.53	2.36	2.16	2.25	2.4	2.02	1.98

Following an evaluation of the eCitation pilot project conducted by the University of Hawaii at Manoa, the TRCC has determined that eCitation is a valuable tool and resource for officers, prosecutors, and Judiciary personnel. Data analytics related to eCitations would need to be further explored to see how it can be integrated with other data, such as crash locations and primary contributing factors.

For the next three years, from FFYs 2024-2026, the TRCC will focus on transitioning the eCitation program from being funded by NHTSA grant funds to a county- and/or state-funded system.

Hawaii Incident Geo-Locating System (HIGLS)

Currently, location data in crash reports must be carefully reviewed by HDOT personnel since not all police departments provide GPS coordinates. Addresses of nearby landmarks, such as buildings, would make it appear that vehicles are crashing into those landmarks. There have even been instances where crashes appear to happen in the middle of the ocean.

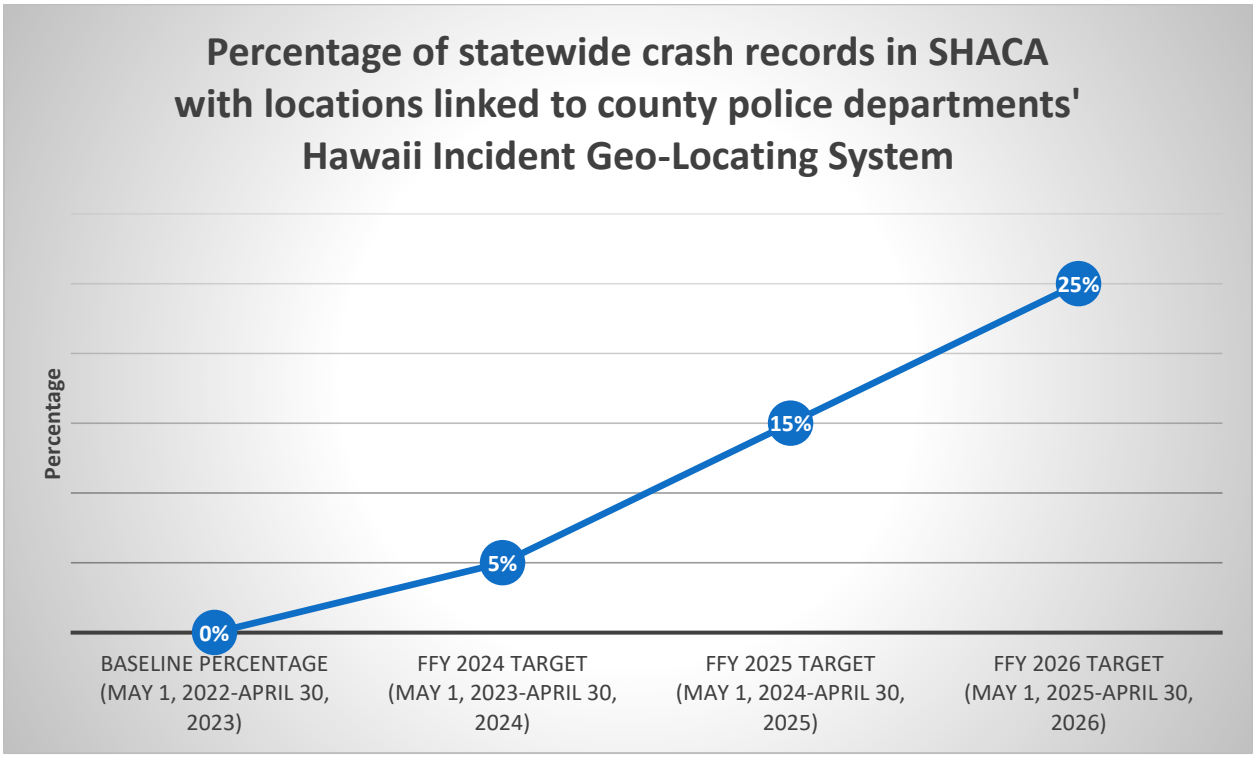
With the new State of Hawaii Advance Crash Analysis (SHACA) data system now in support and maintenance phases, the TRCC will focus on implementing HIGLS, a map-based incident location system that will assist law enforcement officers in easily identifying crash locations and will improve upon accuracy in location of crashes. HDOT will work with the county police departments and their RMS contractors to develop HIGLS in their respective systems and integrate them with SHACA.

HDOT views this project to be such a top priority that we will use it as this program area's performance target.

Identifying and Addressing Data Gaps

The priority initiatives detailed in this problem identification serve to address data gaps in Hawaii's traffic records systems. As the TRCC works on these projects, we will continue to identify any other significant data gaps and discuss potential solutions that should be incorporated into our strategic plan.

Associated Performance Measure Target



The State of Hawaii will strive to improve upon integration in our "Crash" core data system.

HDOT and the four county police departments have been working on developing interfaces for a map-based incident location system that will assist law enforcement officers in easily identifying crash locations, which will also lead to improvements in location accuracy and completeness of crash reports. The Hawaii Incident Geo-Locating System (HIGLS) will be incorporated into each police department's Records Management System (RMS) and will be integrated with the State of Hawaii Advanced Crash Analysis (SHACA) data system.

HIGLS is currently not developed in any of the police departments' RMS, thus the baseline data of 0%. HDOT determined the performance targets for FFYs 2024, 2025 and 2026 after discussions with the four county police departments that included:

- Anticipated changes to their RMS in the near future; and
- Anticipated implementation timeline within each department.

Hawaii County Police Department (HCPD) has started discussions with their RMS vendor to incorporate HIGLS into their system and expect work to be completed by the second quarter of FFY 2024. Because the Kauai Police Department contracts with the same vendor as HCPD, including HIGLS in their RMS should be seamless and result in integration towards the end of FFY 2024 and/or by the second quarter of FFY 2025. Integration of HIGLS into the Maui Police Department

(MPD) and Honolulu Police Department's (HPD) RMS may require more time but will hopefully implement HIGLS by FFY 2026.

HDOT will determine if performance targets have been met by querying SHACA data for location coordinates from HIGLS.

Countermeasures Strategies

To address these challenges with Hawaii's traffic records system, the Highway Safety Section proposes the following countermeasures from Hawaii's 2017 Traffic Records Assessment and 2022 self-Assessment. Proposed projects for FFYs 2024-2026 will align with the countermeasures to achieve the performance targets, as well as to advance priority projects in the Hawaii Traffic Safety Information Systems Strategic Plan.

	Countermeasure Strategies
Countermeasure Strategy #1:	Improve the data quality control program for the Crash data system that reflect best practices identified in the Traffic Records Program Assessment Advisory.
Countermeasure Strategy #2:	Improve the data quality control program for the Citation and Adjudication systems to reflect best practices identified in the Traffic Records Program Assessment Advisory.
Countermeasure Strategy #3:	Improve the traffic records system capacity to integrate data that reflect best practices identified in the Traffic Records Program Assessment Advisory.
Countermeasure Strategy #4:	Improve the compatibility and interoperability of State data systems with national data systems and the data systems.

Countermeasure *Strategy #1: Improve the data quality control program for the Crash data system that reflect best practices identified in the Traffic Records Program Assessment Advisory*

Problem identified that the countermeasure addresses	• Crash reporting data is not consistent and accurate. • Location data must be carefully reviewed and corrected by HDOT personnel since not all police departments are providing GPS coordinates in the crash reports. • Agency needs to maintain an accurate, complete, uniform, integrated, and accessible of State fatality data

Link between problem ID and countermeasure strategy	• Tools, resources, and discussions are needed to improve and/or maintain quality control. • Hiring State Fatal Accident Reporting System (FARS) liaison. • Building HIGLS in the police departments' RMS and creating a direct interface with HDOT's SHACA system will ensure that location data is accurate.
Countermeasures and justifications	• Hawaii's 2017 Traffic Records Assessment and 2022 Self-Assessment – Crash Recommendations • NHTSA Traffic Records Program Assessment Advisory – Crash Data System
Performance targets the countermeasure strategy will address	• Traffic Records Performance Target – Percentage of statewide crash records in SHACA with locations linked to county police departments' HIGLS • Maintain FARS database Addressing Countermeasure Strategy #1 with implementation of HIGLS and maintain FARS will directly impact the performance target.
Estimated Funding 2024-2026: $1,130,000	FFY 2024 estimated amount: $369,000 FFY 2025 estimated amount: $377,000 FFY 2026 estimated amount: $384,000 Funding sources: BIL 402 TR BIL 405c Supplemental BIL 405c

Project Considerations
Potential subrecipients: HDOT, county police departments
Description of considerations that will be used to determine what projects to fund to implement Countermeasure #1: Hawaii will base project selection on the following criteria: • Agency's role in TRCC and Traffic Safety Information Systems Strategic Plan • Agency's quality control deficiencies • Agency's existing and planned traffic records system

Countermeasure *Strategy #2: Improve the data quality control program for the Citation and Adjudication systems that reflect best practices identified in the Traffic Records Program Assessment Advisory*

Problem identified that the countermeasure addresses	• Law enforcement agencies still primarily use paper citations, which lead to numerous deficiencies, such as illegible citations, incomplete citations, length of time between issuance of citation to entry into JIMS, and access to citations by prosecutors.
Link between problem ID and countermeasure strategy	• eCitations address these deficiencies and improve quality control of citation and adjudication data.
Countermeasures and justifications	• Hawaii's 2017 Traffic Records Assessment and 2022 Self-Assessment – Citation and Adjudication Recommendations • NHTSA Traffic Records Program Assessment Advisory – Citation and Adjudication Systems
Performance targets the countermeasure strategy will address	• (C-1) Core Performance Target #1 – Total Traffic Fatalities Addressing Countermeasure Strategy #2 with implementation of eCitations will assist in adjudication of traffic violations, which will hopefully lead to behavioral change in roadway users.
Estimated Funding 2024-2026: $898,000	FFY 2024 estimated amount: $298,000 FFY 2025 estimated amount: $305,000 FFY 2026 estimated amount: $295,000 Funding sources: BIL 402 TR BIL 405c Supplemental BIL 405c

Project Considerations
Potential subrecipients: County police departments, county prosecutors, Judiciary
Description of considerations that will be used to determine what projects to fund to implement Countermeasure #2: Hawaii will base project selection on the following criteria: • Agency's role in TRCC and Traffic Safety Information Systems Strategic Plan • Agency's role in Citations and Adjudication • Agency's quality control deficiencies • Agency's existing and planned traffic records system

Countermeasure *Strategy #3: Improve the traffic records system capacity to integrate data that reflect best practices identified in the Traffic Records Program Assessment Advisory*

Problem identified that the countermeasure addresses	• New transportation modes, such as electric bikes and motorized scooters, are not consistently captured in Hawaii's crash report form. • There are data gaps in Hawaii's traffic records systems and data sources.
Link between problem ID and countermeasure strategy	• As stated in NHTSA's Traffic Records Program Assessment Advisory's Data Use and Integration Section, "integration may include coordinated data definitions across files within and between agencies." • The Advisory also states, "The State TRCC, with its multi-disciplinary membership, is the best place to take the lead in promoting the creation and use of integrated datasets. They are also ideally positioned to aid in developing the necessary data governance, access, and security policies for datasets that include multiple sources from multiple agencies."
Countermeasures and justifications	• Hawaii's 2017 Traffic Records Assessment and 2022 Self-Assessment – Data Use & Integration Recommendations • NHTSA Traffic Records Program Assessment Advisory – Traffic Records System Management
Performance targets the countermeasure strategy will address	• (C-1) Core Performance Target #1 – Total Traffic Fatalities • Traffic Records Performance Target – Percentage of statewide crash records in SHACA with locations linked to county police departments' HIGLS Addressing Countermeasure Strategy #3 by providing TRCC members forums to network, collaborate, discuss data issues, and share data will lead to improvements in data integration. This will hopefully lead to more timely, accurate, accessible, complete, and uniform data that can be used in all aspects of traffic safety planning and evaluation.
Estimated Funding 2024-2026 $460,000	FFY 2024 estimated amount: $150,000 FFY 2025 estimated amount: $153,000 FFY 2026 estimated amount: $157,000 Funding sources: BIL 402 TR BIL 405c Supplemental BIL 405c

Project Considerations

Potential subrecipients: HDOT, county police departments, county prosecutors, Judiciary
Description of considerations that will be used to determine what projects to fund to implement Countermeasure #3: Hawaii will base project selection on the following criteria: • Agency's role in TRCC and Traffic Safety Information Systems Strategic Plan • Agency's existing and planned traffic records system

Countermeasure Strategy #4: Improve the compatibility and interoperability of State data systems with national data systems

Problem identified that the countermeasure addresses	• Hawaii's NEMSIS system HEMSIS needs to be updated to version 3.5
Link between problem ID and countermeasure strategy	• As stated in NHTSA's Traffic Records Program Assessment data linkage • Enhancing Hawaii and NHTSA's ability to observe and analyze local, State, and national trends in crash occurrences, rates, outcomes, and circumstances through linked EMS data.
Countermeasures and justifications	• Hawaii's 2017 Traffic Records Assessment and 2022 Self-Assessment – Data linkage and Injury Surveillance Recommendations • NHTSA Traffic Records Program Assessment Advisory – Traffic Records System Management
Performance targets the countermeasure strategy will address	• (C-1) Core Performance Target #1 – Total Traffic Fatalities • Traffic Records Performance Target – Percentage of statewide crash records linked to EMS records. Addressing Countermeasure Strategy #4 will hopefully lead to more comprehensive, accurate, accessible, complete, and uniform data that can be used in all aspects of traffic safety planning and evaluation.
Estimated Funding 2024-2026: $1,725,000	FFY 2024 estimated amount: $ 575,000 FFY 2025 estimated amount: $ 575,000 FFY 2026 estimated amount: $ 575,000 Funding sources: BIL 402 TR BIL 405c Supplemental BIL 405c

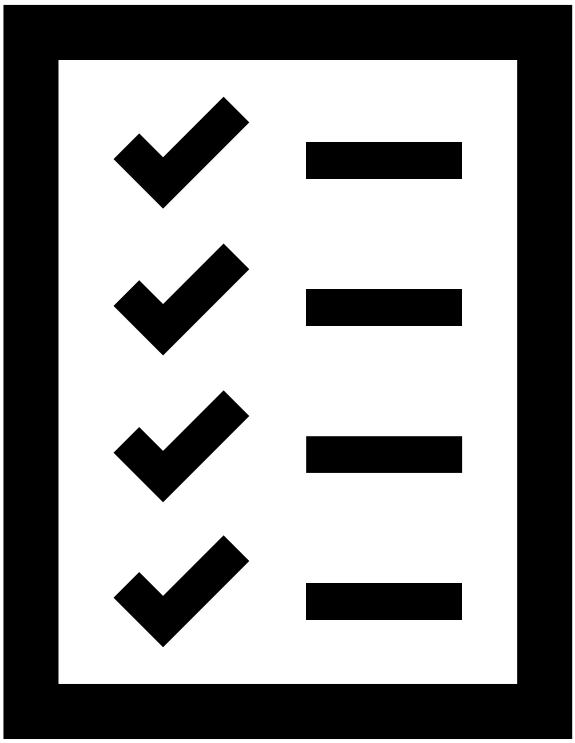
Project Considerations	
Potential subrecipients:	HDOH, Emergency Medical Services and Injury Prevention System Branch and all County EMS

Description of considerations that will be used to determine what projects to fund to implement Countermeasure #4:

Hawaii will base project selection on the following criteria:

- Fulfilling Traffic Records Assessment Recommendations as they relate to EMS and Injury Surveillance Strategies
- Agency's existing and planned data improvement projects including improving linkage to EMS data, injury surveillance, and outcomes.

Part 5
Performance Report



Performance Report

Progress towards meeting State performance targets from FFY 2023 3HSP.

Performance Measure	Target Period	Target Year(s)	Target Value FY23 3HSP	Data Source/ FY23 Progress Results	On Track to Meet FY23 Target (Yes/No /In-Progress)
C-1) Total Traffic Fatalities	5 year	2019-2023	103.0	2017-2021 FARS 102	Yes
State's progress Hawaii is on target to meet FFY 2023 targets. However, 3HSP targets do not align with the FFY 2023 HSP, because preliminary state data from 2022 demonstrates a sharp increase in fatalities. Hawaii reset the 3HSP 2026 fatality target including preliminary state data from 2022 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 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, HSIP projects, VRUSA, Vision Zero efforts, and the Safe Systems approach.					
C-2) Serious Injuries in Traffic Crashes	5 year	2019-2023	506	2017-2021 State 473.2	Yes
State's progress Hawaii is on target to meet FFY 2023 targets. However, 3HSP targets do not align with the FFY 2023 HSP, because preliminary state data from 2022 demonstrates a sharp increase in serious injuries. Hawaii reset the 3HSP 2026 serious injury target including SHACA data from 2022 to demonstrate constant or improved performance over the three-year period, and to provide the most current data available. **Countermeasure strategies** to reduce serious injuries, 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, HSIP projects, VRUSA, Vision Zero efforts, and the Safe Systems approach.					

Performance Measure	Target Period	Target Year(s)	Target Value FY23 3HSP	Data Source/ FY23 Progress Results	On Track to Meet FY23 Target (Yes/No /In-Progress)
C-3) Fatalities/VMT	5 year	2019-2023	1.057	2017-2021 FARS .993	Yes
State's progress Hawaii is on target to meet FFY 2023 targets. However, 3HSP targets do not align with the FFY 2023 HSP, because preliminary state data from 2022 demonstrates a sharp increase in fatalities which impacts the states Fatalities/VMT. Hawaii reset the 3HSP 2026 Fatalities/VMT target including fatality data from 2022 and VMT data from 2022 to demonstrate constant or improved performance over the three-year period, and to provide the most current data available. **Countermeasure strategies** to reduce Fatalities/VMT, 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, HSIP projects, VRUSA, Vision Zero efforts, and the Safe Systems approach.					
C-4) Unrestrained Passenger Vehicle Occupant Fatalities, All Seat Positions	5 year	2019-2023	17	2017-2021 FARS 17	Yes
State's progress Hawaii is on target to meet FFY 2023 targets. Preliminary state data from 2022 demonstrates a slight increase in Unrestrained Passenger Vehicle Occupant fatalities, All Seat Positions. Hawaii reset the 3HSP 2026 Unrestrained Passenger Vehicle Occupant fatalities, All Seat Positions target to demonstrate constant or improved performance over the three-year period, and to provide the most current data available. **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 Systems approach.					

Performance Measure	Target Period	Target Year(s)	Target Value FY23 3HSP	Data Source/ FY23 Progress Results	On Track to Meet FY23 Target (Yes/No /In-Progress)
C-5) Alcohol-Impaired Driving Fatalities	5 year	2019-2023	34	2017-2021 FARS 33	Yes

State's progress Hawaii is on target to meet FFY 2023 targets. Hawaii reset 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 describes 3 pending toxicology reports for 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, are sensitive to affected communities as well as to address any deficiencies in enforcement, In-State Laboratory Services, public education, and program areas. In addition, the 3HSP will align with Hawaii's SHSP strategies, HVE, nighttime enforcement, Vision Zero efforts, and the Safe Systems approach.

C-6) Speeding-Related Fatalities	5 year	2019-2023	47	2017-2021 FARS 47	Yes

State's progress Hawaii is on target to meet FFY 2023 targets. Hawaii reset the 3HSP 2026 Speeding-Related 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 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 Safety platform Data (Google CARTO) HSIP projects, VRUSA, Vision Zero efforts, and the Safe Systems approach.

Performance Measure	Target Period	Target Year(s)	Target Value FY23 3HSP	Data Source/ FY23 Progress Results	On Track to Meet FY23 Target (Yes/No /In-Progress)
C-7) Motorcyclist Fatalities	5 year	2019-2023	26	2017-2021 FARS 26	Yes

State's progress Hawaii is on target to meet FFY 2023 targets. Hawaii reset the 3HSP 2026 Motorcyclist fatalities target to demonstrate constant or improved performance over the three-year period, and to provide the most current data available.

Countermeasure strategies to demonstrate constant performance among Motorcyclist 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, address deficiencies in licensing, access to basic rider courses, public education, and program areas. In addition, the 3HSP will align with Hawaii's SHSP strategies, HSIP projects, Vision Zero efforts, and the Safe Systems approach.

C-8) Unhelmeted Motorcyclist Fatalities	5 year	2019-2023	16	2017-2021 FARS 17	No

State's progress Hawaii will not meet FFY 2023 target. Hawaii reset 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.

Countermeasure strategies to demonstrate constant performance among Unhelmeted Motorcyclist 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, address deficiencies in licensing, access to basic rider courses, public education, and program areas. In addition, the 3HSP will align with Hawaii's SHSP strategies, HSIP projects, Vision Zero efforts, and the Safe Systems approach.

Performance Measure	Target Period	Target Year(s)	Target Value FY23 3HSP	Data Source/ FY23 Progress Results	On Track to Meet FY23 Target (Yes/No /In-Progress)
C-9) Drivers Age 20 or Younger Involved in Fatal Crashes	5 year	2019-2023	9	2017-2021 FARS 9	Yes
State's progress Hawaii is on target to meet FFY 2023 target. Hawaii reset 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. **Countermeasure strategies** to reduce Fatal Crashes among Younger Drivers, 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 engagement with youth, and program areas. In addition, the 3HSP will align with Hawaii's SHSP strategies, HVE, youth deterrence, Vision Zero efforts, and the Safe Systems approach.					
C-10) Pedestrian Fatalities	5 year	2019-2023	26	2017-2021 State 28	No
State's progress Hawaii is on target to meet FFY 2023 targets. However, 3HSP targets do not align with the FFY 2023 HSP, because preliminary state data from 2022 demonstrates a sharp increase in fatalities which also indicates increase in pedestrian fatalities. Hawaii reset the 3HSP 2026 pedestrian fatality target including fatality data from 2022 and to demonstrate constant or improved performance over the three-year period, and to provide the most current data available. **Countermeasure strategies** to reduce Pedestrian 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, partnering with homeless outreach providers, public education, and program areas. In addition, the 3HSP will align with Hawaii's SHSP strategies, HSIP projects, VRUSA, Vision Zero efforts, and the Safe Systems approach.					

Performance Measure	Target Period	Target Year(s)	Target Value FY23 3HSP	Data Source/ FY23 Progress Results	On Track to Meet FY23 Target (Yes/No /In-Progress)
C-11) Bicyclist Fatalities	5 year	2019-2023	6	2017-2021 FARS 4	Yes
State's progress Hawaii will not meet FFY 2023 target. However, 3HSP targets do not align with the FFY 2023 HSP, because preliminary state data from 2022 demonstrates a sharp increase in fatalities which also indicates increase in Bicyclist fatalities. Hawaii reset the 3HSP 2026 Bicyclist fatality target including fatality data from 2022 and to demonstrate constant or improved performance over the three-year period, and to provide the most current data available. **Countermeasure strategies** to reduce Bicyclist 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, partnering with homeless outreach providers, public education, and program areas. In addition, the 3HSP will align with Hawaii's SHSP strategies, HSIP projects, VRUSA, Vision Zero efforts, and the Safe Systems approach.					
B-1) Observed Seat Belt Use for Passenger Vehicles, Front Seat Outboard Occupants (State Survey)	Annual	2023	97.6%	2023 State Survey	
State's progress Based on Hawaii's consistency of maintaining a high seat belt use rate, Hawaii will likely meet FFY 2023 target. **Countermeasure strategies** to continue a high Observed Belt Use Rate, 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, participation in CIOT, public education, and program areas. In addition, the 3HSP will align with Hawaii's SHSP strategies, Vision Zero efforts, and the Safe Systems approach.					
D-1) Distracted Driving Program Area: Observed Cellular Phone Use While Driving (State Survey)	Annual	2023	2.05%	2023 State Survey	

Performance Measure	Target Period	Target Year(s)	Target Value FY23 3HSP	Data Source/ FY23 Progress Results	On Track to Meet FY23 Target (Yes/No /In-Progress)
State's progress Based on Hawaii's low cellular phone uses while driving rate, Hawaii will likely meet FFY 2023 target. **Countermeasure strategies** Hawaii will discontinue the use of this activity measure and will continue to use the best available data to identify impacts of distracted driving on Hawaii' traffic crashes and fatalities.					
D-2) Traffic Records Program Area: Mean number of days from crash to database during the performance target period	Annual	May 1, 2022-April 30, 2023	10 mean number of days	mean number of days*	
State's progress Based on Hawaii's advancement of the SHACA system, Hawaii will likely meet FFY 2023 target. **Countermeasure strategies** Hawaii will discontinue the use of this activity measure and will continue to use the best available data to identify areas of improvement within traffic records, data accessibility, consistency, and interconnectivity.					
D-3) EMS reduce the average extrication time at the crash site	Napili Response	2023			
State's progress Based on Maui Fire Department's completeness of this project, Hawaii will likely meet FFY 2023 target. **Countermeasure strategies** Hawaii will discontinue the use of this activity measure, because fire departments are often funded temporarily, and annual reports should disclose project progress.					

Estimated Funding Amount FFY 2024