

Hawaii State Department of Transportation

Federal Fiscal Year 2006

Highway Safety Annual Report

Aloha! F R O M T H E G O V E R N O R ' S



During 2005, the number of people who died on Hawaii's highways dropped by 1.4 percent from 2004. Unfortunately, those 140 fatalities and the thousands more injured in collisions could have been prevented if drivers had obeyed traffic laws, used seat belts, worn helmets when riding motorcycles, obeyed speed limits and not driven under the influence of drugs or alcohol.

Safety continues to be the top priority for the Hawaii Department of Transportation (HDOT). Our goal is simple: to reduce the number of fatalities and injuries from traffic-related crashes in Hawaii. With this goal in

mind, the HDOT will implement highway safety projects that support national highway safety priorities.

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

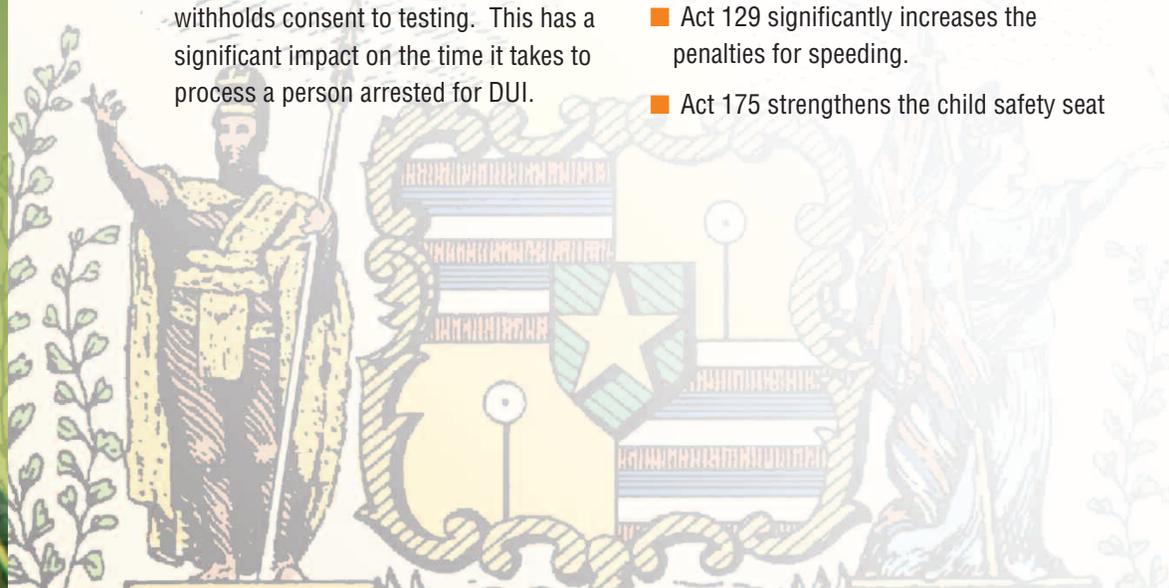
New Laws

During the 2006 legislative session the HDOT was very successful in lobbying for traffic safety and other related initiatives. The following bills were signed into law by Governor Linda Lingle:

- Act 63 mandates safety helmet use for moped drivers under 18 years of age.
- Act 64 requires police to inform a person arrested for driving under the influence of intoxicants of the sanctions for refusal to submit to a breath, blood, or urine test only if the person withholds consent to testing. This has a significant impact on the time it takes to process a person arrested for DUI.
- Act 105 provides that information be made available to a driver's license examiner when it pertains to persons under the age of 18 who have pending violations or proceedings that could result in the suspension or revocation of a driver's license.
- Act 129 significantly increases the penalties for speeding.
- Act 175 strengthens the child safety seat

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law by requiring child safety seat or booster seat use for children 4 through 7 years of age.

- Act 201 increases sanctions for driving with a high blood alcohol level.
- Act 203 requires judges to suspend for 180 days the driver's license of those under the age of 21 when the driver has been convicted of illegal possession of liquor and if the defendant does not yet have a driver's license, to postpone eligibility until the defendant is 17 years of age or for 180 days, whichever period is longer.

Like many other states, Hawaii faces the daunting task of reducing the number of alcohol-related fatalities. In 2005, 60 out of 129 fatal crashes (46.5 percent) were alcohol-related, up 0.8 percent from 2004.

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

National Impaired Driving campaign, August 16 – September 4, 2006.

Along with enforcement efforts, the HDOT continues our education/safety awareness campaign in the media with the slogan "52/12 – You Drink & Drive. You Lose," to heighten safety awareness and to discourage drunk driving.

In addition, the HDOT continued its participation in the "RUD2" (Are You a Designated Driver) radio initiative, which focuses on Hawaii's younger drivers who frequent nightclubs and bars. The campaign ran throughout the summer from Memorial Day weekend to Labor Day – during high school graduation season and when college-age drivers are out of school and frequenting local nightspots. Under the program, we worked with local radio stations to set up promotions with their respective nightclub and restaurant advertisers statewide. Participating clubs and restaurants provided free soft drinks or non-alcoholic beverages to those wearing a designated driver wristband or button during certain business hours.

Seat belt use observations in June 2006 showed that 92.5 percent of Hawaii's drivers were using their seat belts, which was among the highest usage rates in the nation. But we remain committed to our goal of attaining a 97 percent usage rate by 2007. Consequently, we plan to reexamine our program to determine how we can move even more aggressively toward that goal.



RODNEY K. HARAGA
Governor's Highway Safety Representative

2006 Highlights

- Hawaii's 92.5 percent seat belt usage rate is among the highest in the nation.
- Reduced the number of fatalities from 142 to 140.
- Decreased fatality rate from 1.6 to 1.4 during 2005.
- Passed a new booster seat law that will take effect on January 1, 2007.
- Passed enhanced penalties for excessive speeding, which is defined as 30 miles per hour or more over the speed limit or 80 miles per hour or more irrespective of the speed limit.
- Established that a highly intoxicated driver is one who has a BAC of .15 or above. Enhanced penalties were also established for such drivers.

Goals

- Reduce the number of DUI-related fatalities and injuries.
- Reduce the number of speed-related fatalities and injuries.
- Reduce the number of pedestrian fatalities and injuries.
- Increase seat belt usage rate to 97 percent by 2007.

Alcohol Countermeasures

Police Alcohol Countermeasures

To combat Hawaii's impaired driving problem, the police departments in all four counties participated in the "52/12 – You Drink & Drive. You Lose" campaign. Under the program, a minimum of 52 sobriety checkpoints were held throughout the federal fiscal year, rather than only on major holidays. Each of the four county police departments



conducted a minimum of one checkpoint per week. Altogether, the grants funded a total of 287 checkpoints throughout Hawaii. In addition to the 52/12 campaign, the four county police departments also participated in the national DUI mobilization effort.

Hawaii County Police Department Traffic Safety Coordinator

The goal of this program was to reduce the number of alcohol, speed and seat belt non-use related traffic fatalities and injuries by providing a community-based coordinator to oversee traffic safety activities and disseminate traffic safety information to local media. The coordinator also served as a liaison between state, county, and community agencies and organizations.

Kauai Keiki Injury Prevention Coalition - Shattered Dreams

The Kauai Keiki (Hawaiian word for "child") Injury Prevention Coalition conducted a Shattered Dreams program at Kauai High School. The goal of the Shattered Dreams program was to reduce the number of impaired driving fatalities and injuries by simulating a drunk driving crash on the high school campus. Juniors and seniors viewed the crash scene and all of the consequences resulting from the crash.

Keaau High School - Shattered Dreams

To address the problem of underage drinking and driving in their community, Keaau High School also conducted a Shattered Dreams program. The goal of the program was to help students understand the consequences of driving while intoxicated. Approximately 400 juniors and seniors participated in this program.

Department of Education Traffic Safety Program

Through its traffic safety program, the State Department of Education (DOE) sought to prevent youth injuries and fatalities caused by the lack of seat belts, underage drinking and unsafe driving behaviors. To achieve its goal, the department provided traffic safety training to students, parents and school administration officials, and educated others on traffic safety issues. The DOE also continued to participate with the National Student Safety Program and National Students Against Destructive Decisions. Funds were also used to promote Project Prom/Graduation events and to provide technical assistance to parents to organize Project Prom/Graduation events.

Adult Friends For Youth

The Adult Friends For Youth program reached out to high-risk youth and young adults to help them make smart choices regarding traffic and motor vehicle laws. Youth who previously drove without licenses participated in this driver education program to learn how to drive safely and to earn a driver's license. During FFY 2006, 30 students enrolled in the program. Of those students, 15 successfully obtained licenses.

Sobriety Checkpoint Enforcement Statistics (Oct. 1, 2005 – Sept. 30, 2006)

	Honolulu	Hawaii County	Maui County	Kauai County	Total
Grant Funded SCP*	42	124	69	52	287
County Funded SCP*	27	60	0	0	87
DUI Arrests+	95	104	60	19	278
Other Arrests+	46	148	20	18	232
Citations+	536	371	45	954	1,906
SB/CR Citations+	N/A	17	3	114	134
Vehicles Checked+	2,629	18,464	5,331	7,286	33,710

*Sobriety Checkpoints +County and Grant Funded

Mothers Against Drunk Driving – Court Monitoring/ Alcohol Education Program

As part of their ongoing commitment to reduce impaired driving fatalities and injuries, Mother's Against Drunk Driving (MADD) implemented a Court Monitoring program to deter potential offenders and reduce repeat offenses by improving DUI conviction rates and encouraging effective sentencing. During the first year of this grant, MADD's national staff conducted Court Monitor training for the Court Monitor Program Specialist and 11 volunteers in Hawaii. The prosecutor's office, the public defender's office, as well as the Honolulu Police Department, also participated in the training.

During the second year of this grant program (FFY 2006), MADD Hawaii completed its first full year of data collection. Over 400 data collection forms were filled out and returned to the program specialist for input and analysis.

Funds were also used to increase compliance with impaired driving laws, reduce repeat violations and coordinate community education/prevention efforts on the dangers of impaired driving and underage drinking.

Hawaii County Police Department Youth Deterrence

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



vehicle. Using grant funds, the police department conducted 31 enforcement projects. Thirty minors were arrested for liquor violations and 35 arrests for other violations. A total of 114 persons under the age of 21 were arrested using a combination of county and grant funds. In addition, 14 adults were arrested for liquor violations as part of the enforcement projects.

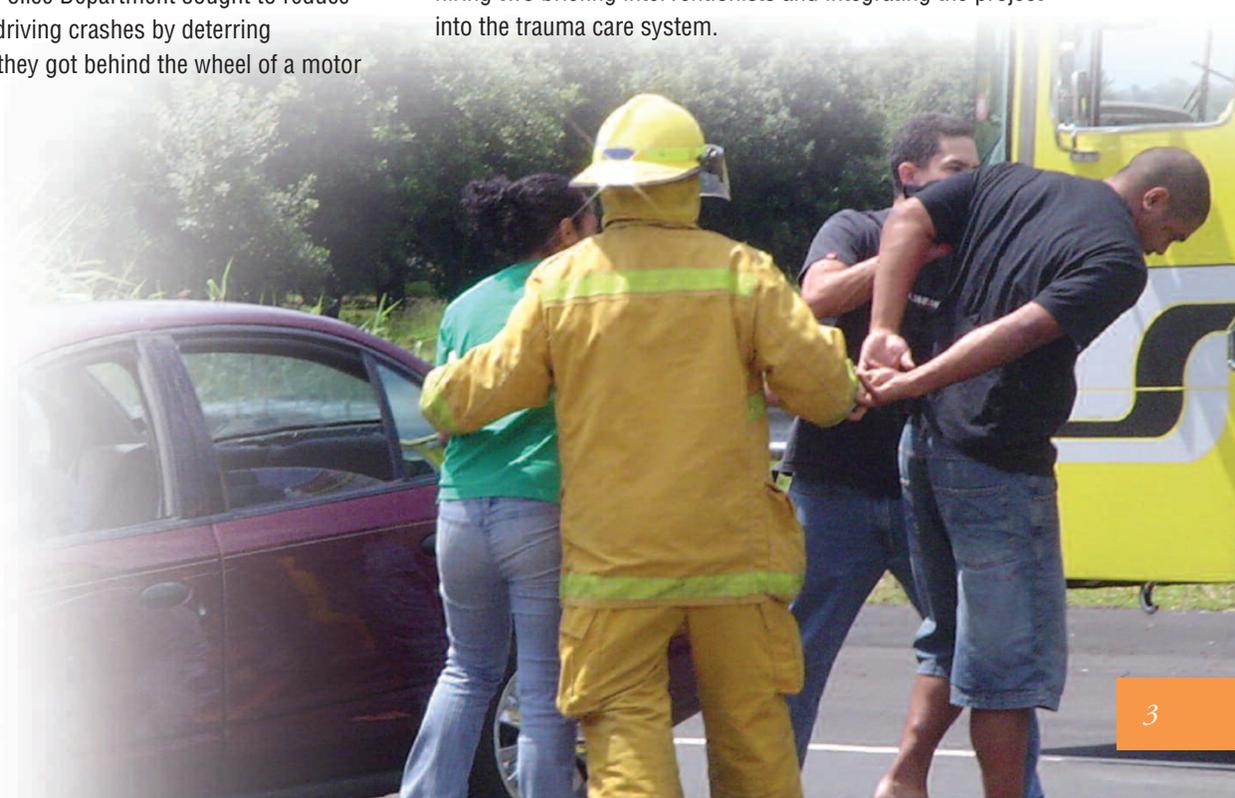
Pacific Addiction Research

This three-year demonstration project sought to incorporate alcohol intervention programs into the care of injured patients, especially those suffering from traffic-related traumas. The program used funds to train trauma personnel and provide supervision to detect and initiate treatment of alcohol and other drug abuse. By doing so, they hope that early intervention and treatment will lead to a reduction in trauma recidivism. The first year of this demonstration project was spent obtaining administrative and legal approval for intervention briefings for trauma units, hiring two briefing interventionists and integrating the project into the trauma care system.



Photos above: Hawaii County Police Department and community volunteers at a Labor Day sobriety checkpoint.

Right: Keaau High School Shattered Dreams program.



DOE Driver Education

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

Department of Education Participation Statistics (Oct. 1, 2005 – Sept. 30, 2006)				
	No. of Students	No. of Adults	No. of Handouts	No. of Schools
Parent Project Prom/Graduation Traffic Safety Conferences	30	200	4,500	28
Elementary School Traffic Safety Conferences	70	15	100	15
National Meetings and Conferences	3	1	200	2
Project Graduation/Prom	5,000	2,000	100	36 public 15 private
Click It Or Ticket Activities	355	26	300	20
Elementary Educational Resources	62,000	N/A	62,000	175
High School Educational Resources	700	N/A	13,400	30
Total	68,158	2,242	80,600	321

Keiki Injury Prevention Coalition Graduated Driver’s Licensing Program

The goal of this project was to educate teens about the new Graduated Driver’s Licensing requirements. Through this program, the coalition hoped to reduce the number of teenagers involved in motor vehicle crashes due to alcohol, speeding and other unsafe driving behaviors. They also hoped to increase seat belt use among teens. A project highlight was the development of two television and one radio public service announcement based on input from student focus groups.

Deputy Prosecutor Training

Grant funds were used to conduct two training sessions on DUI/negligent homicide for all four county police departments, prosecutors and medical responders. Training was conducted to create guidelines for prosecution and investigation for prosecution, investigation of DUI/negligent homicide, and other traffic cases.

Judges’ Training

This project was approved but not implemented due to the cancellation of the judicial conference in New Orleans, Louisiana because of Hurricane Katrina.



Occupant Protection



Occupant Protection Enforcement

Hawaii's seat belt usage rate is among the highest in the nation, reaching 92.5 percent in FFY 2006 as a result of the vigilance of the State's four county police departments. In fact, Hawaii is one of only three states that had a usage rate over 90 percent for five straight years.

To ensure the safety of Hawaii's drivers and passengers, the police departments collectively issued 26,554 seat belt citations and 464 child safety seat citations.

Child Passenger Safety Grants

As a result of the counties' Child Passenger Safety projects, young children in Hawaii are much safer when traveling on our highways. Each of Hawaii's four counties received funding to conduct Child Passenger Safety projects in their respective communities. The projects involved



conducting community car seat checks, maintaining fitting stations, and providing education for those with young children. A total of 769 child seats were checked during 37 community car seat check events that were held across the state this past year.

The four county child passenger safety project groups also assisted in the passage of a new, more aggressive booster seat law, which will take effect on January 1, 2007. This law will require children 4 through 7 years of age to ride in a child safety seat or booster seat whenever riding in a motor vehicle.



HCPD Click It Or Ticket Basketball Tournament

Two "Click It Or Ticket" 3-on-3 basketball tournaments were organized by the Hawaii County Police Department, as part of the national Click It Or Ticket campaign. They formed the perfect venue to reach Big Island teens and adults on the importance of using seat belts. Approximately 600 teens participated in the two events, with an additional 1,000 spectators. The tournaments secured over 600 pledges from teens and adults to wear their seat belts and ensure that all occupants in their vehicles also wore them. Seat belt and child safety seat checks were also held in conjunction with the basketball tournaments to ensure that everyone left the events safely.

Child Safety Seat Statistics (Oct. 1, 2005 – Sept. 30, 2006)

	Honolulu	Hawaii	Kauai	Maui	Total
4-day Training	1	2	1	1	5
Number Trained	15	19	7	14	55
2-day Training	1	1	0	0	2
Number Trained	7	7	0	0	14
Community Checkups	12	12	5	8	37
Number Served	427	150	122	70	769
Fitting Stations	8	5	5	6	24
Individual Appointments	810	89	74	45	1,018
Individual Installations	725	81	74	45	925
Number of Direct Teachings*	2,102	162	74	45	2,383
Number of Indirect Teachings*	9,568	162	0	500	10,230

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

Occupant Protection Enforcement Statistics (Oct. 1, 2005 – Sept. 30, 2006)

	Honolulu	Hawaii County	Maui County	Kauai County	Total
Grant Funded Seat Belt Citations	7,063	2,965	3,109	971	14,108
County Funded Seat Belt Citations	11,127	949	125	245	12,446
Grant Funded Child Restraint Citations	153	66	23	14	256
County Funded Child Restraint Citations	0	171	5	32	208

HDOT Safe Communities Program

The HDOT continued to support traffic safety programs that reinforced the State's goal of reducing the number of motor vehicle fatalities and injuries. The Safe Communities program funded and oversaw a total of 52 projects for federal fiscal year 2006 that addressed highway safety-related areas of concern, such as alcohol countermeasures, occupant protection, pedestrian safety, speed control, safe communities, police traffic services, traffic records, and emergency services.

The Safe Communities program also allocated funds to maintain its participation in the national mobilizations and to conduct media campaigns for "Click It Or Ticket" and "You Drink & Drive. You Lose." Other traffic safety media campaigns that were conducted included new television and radio spots that reminded drivers about the new pedestrian law; and the continuation of our "52/12" DUI enforcement program and "RUD2," a designated driver incentive program involving more than 50 popular bars, nightclubs and restaurants that provided their customers with rewards for pledging to drive their friends and/or family members home.

In addition, the Safe Communities program continued to coordinate traffic safety efforts throughout the federal fiscal

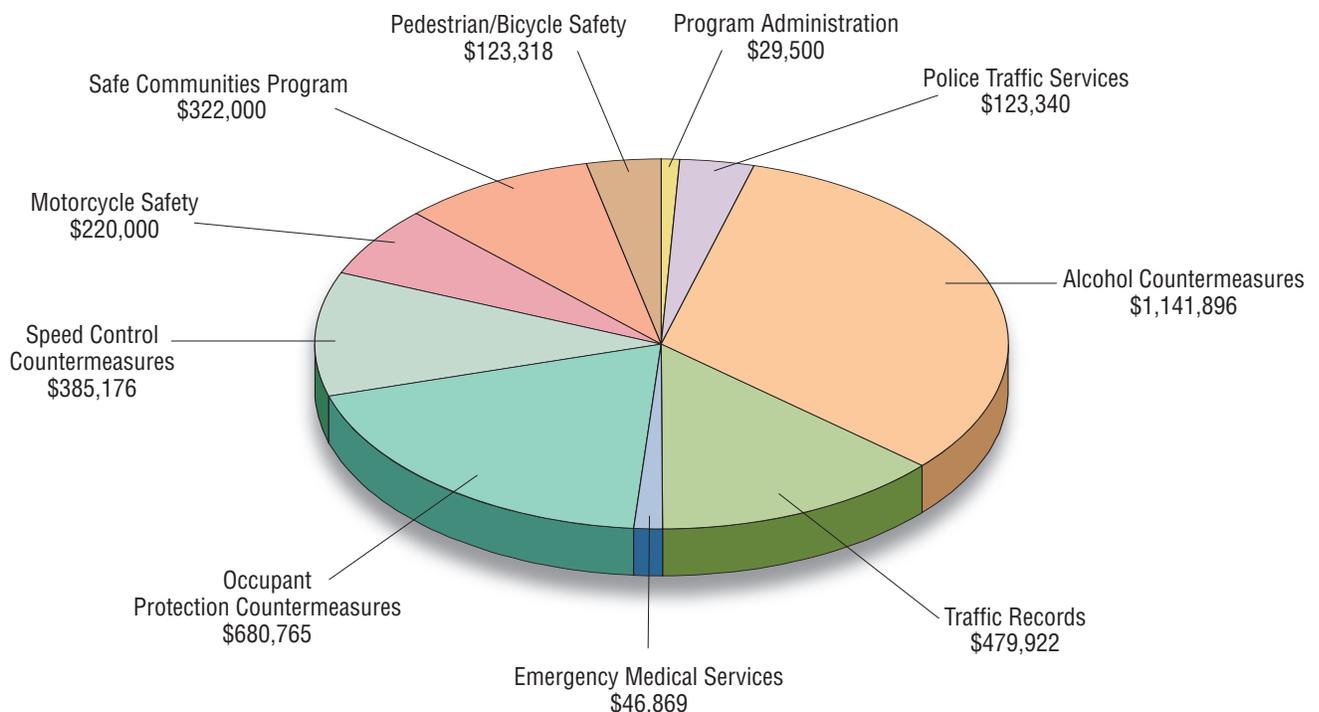
year with our highway safety partners, such as the four county police departments, the National Highway Traffic Safety Administration, the Federal Highway Administration, the Federal Motor Carrier Safety Administration, as well as state and county agencies and safety advocates and coalitions. The program also tapped into highway safety resources in the community.

The Safe Communities program has also been included in the process of creating a Strategic Highway Safety Plan for Hawaii and in creating a campaign to promote Hawaii's new booster seat law.

Kona Heavens Neighborhood Watch

The Safe Communities program continued its funding for the Kona Heavens Neighborhood Watch to maintain their website, which is a highway safety-related project. Hawaii County has harnessed the power of internet technology to create greater awareness of traffic safety via its Solutions: Neighborhoods in Action website. The website has become a valuable tool in disseminating traffic safety statistics, posting notices and minutes of the Hawaii County Traffic Safety Council, and for providing updates on traffic safety initiatives underway in their community.

Safe Communities Office ■ Federal Fiscal Year 2006 Funding



Speed Control

Speed Countermeasures

Enforcement continued to be the most important tool Hawaii had to reduce the number of speed-related fatalities and injuries. During the FFY 2006 grant period, the four county police departments issued a total of 12,130 grant funded speeding citations.

Grant funds were also used to purchase tools to aid the police departments in their efforts to reduce speeding. The Kauai Police Department used funds to purchase a speed trailer, while the Hawaii County Police Department purchased 10 hand-held laser units, two speed trailers and emergency lighting for unmarked police vehicles.

Kauai Mayor's Speeding Project

To combat the growing speeding problem on the island of Kauai, the mayor decided to seek the community's input in the creation of an anti-speed campaign. A slogan was selected and promoted on 15 banners that were posted at high visibility locations throughout the county.

As part of the campaign, Chiefess Kamakahelei Middle School students produced two video public service announcements about speeding. Both were aired on local cable stations and shown at a PTA meeting.

Kona Heavens Speed Brochure

The Kona Heavens Neighborhood Watch group created a rack card about the consequences of speeding to distribute in their community. The rack card listed information about Hawaii's new speed law, the cost of a citation, and statistics.

Speed Enforcement Statistics (Oct. 1, 2005 – Sept. 30, 2006)

	Honolulu	Hawaii County	Maui County	Kauai County	Total
Grant Funded Speed Citations	4,227	1,051	6,068	784	12,130
County Funded Speed Citations	N/A	7,338	325	1,196	8,859

Pedestrian/Bicycle Safety

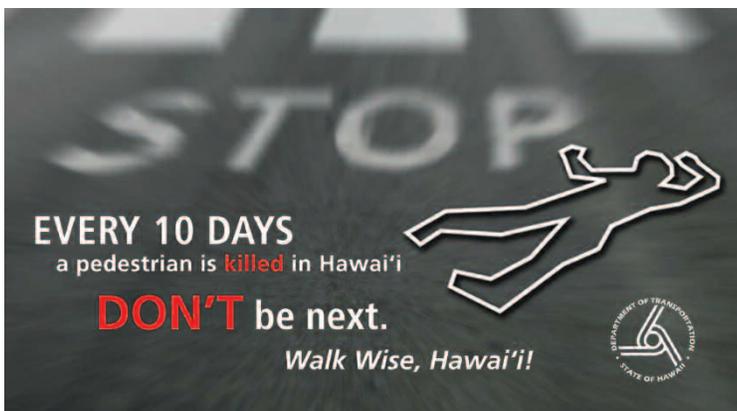
City & County of Honolulu – Department of Transportation Services

The Department of Transportation Services (DTS) continued their partnerships with the Honolulu Police Department (HPD) and the Limtiaco Company (163 funding

grantee) to promote pedestrian safety. To do so, the group sought to educate both drivers and pedestrians. Multi-language brochures about pedestrian safety were distributed at safety presentations and events such as the Senior Fair. Two new public service announcements were created and shown on local television stations. A new brochure was also designed to educate pedestrians and drivers about the new pedestrian law. In addition, accompanying bus ads were displayed in 525 City & County of Honolulu buses, and a pedestrian safety slide was shown in movie theatres across the state as moviegoers waited for the main feature to start. The slide reminded pedestrians about basic safety reminders.

Honolulu Police Department – Pedestrian Education Program

Funds were used to conduct additional enforcement of Hawaii's new pedestrian law which requires drivers to stop for pedestrians. During FFY 2006, the police department cited 171 drivers and 843 pedestrians for violating the new law.



Police Traffic Services

The goal of our police traffic services programs is to improve efficiency in the investigations of fatal or near fatal crashes. During FFY 2006, the HDOT issued grants to the four county police departments for personnel training and to purchase equipment designed to accomplish this goal.

Honolulu Police Department

The Honolulu Police Department used grant funds to coordinate and host various traffic investigation classes for all four county police departments.



Hawaii County Police Department

The Hawaii County Police Department sent officers to the following classes: Inspection and Investigation of Commercial Motor Vehicle Crashes, Basic Reconstruction of Crash Investigations, and Advanced Reconstruction of Crash Investigations. They also used funds to purchase four caution warning signs for officers to use while at investigation sites.



Kauai Police Department

The Kauai Police Department sent officers to At-scene Traffic Crash Investigation, Traffic Crash Reconstruction, Pedestrian/Bicycle Investigation, Motorcycle Crash Investigation and Advanced Traffic Crash Investigation classes.

Maui Police Department

The Maui Police Department sent officers to the following: Basic Crash Investigation, Advanced Crash Investigation, and Reconstruction Crash Investigation courses. They also sent officers to a CDR Tool Certification Course and the Annual ARC-CSI Crash Conference.

Motorcycle Safety

Hawaii's year-round "summer" weather and relatively short highway distances make it ideal for commuting or leisure riding by motorcyclists of all ages. Add into the mix some of the most outstanding scenic routes in the nation and you've got a haven for commuter and weekend cyclists. In 2006 there were approximately 24,874 motorcycles and motor scooters registered in the State of Hawaii. While not a huge number, the safety of all residents and visitors traveling

on motorcycles is still an important consideration in the overall safety strategy for the state, and the HDOT continues to monitor motorcycle safety and accident statistics as an area of significant concern.



Traffic Records

Statewide Data Committee

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

In September 2006, the National Highway Traffic Safety Administration conducted an assessment of Hawaii's traffic records program. Strategies and suggestions made by the assessment team will begin to be implemented during federal fiscal year 2007.

Hawaii Department of Transportation Traffic Safety

Keeping up with national trends and best practices is critical for Hawaii traffic safety personnel, who can learn from their mainland counterparts to take corrective action before issues become major problems in the 50th State. The Traffic Branch used a highway safety grant to send three representatives to the 32nd Annual International Forum on Traffic Records and Highway Information Systems to gain new insights that can be applied in the islands.

Honolulu Police Department

The Honolulu Police Department used their funds to participate in the monthly Traffic Data Records Committee meetings and to attend the 32nd Annual International Forum on Traffic Records.

Kauai Police Department

The Kauai Police Department used their funds to participate in the monthly Traffic Data Records Committee meetings and to attend the 32nd Annual International Forum on Traffic Records. Funds were also expended to purchase a laptop computer and two color printers.

Maui Police Department

The Maui Police Department used their funds to participate in the monthly Traffic Data Records Committee meetings and to attend the 32nd Annual International Forum on Traffic Records. Funds were also expended to purchase 21 laptop computers for patrol vehicles.

Hawaii County Police Department

The Hawaii County Police Department used their funds to participate in monthly Traffic Data Records Committee meetings. Funds were also used to build an export utility from their RMS system to transfer electronic data to the HDOT.

Emergency Services

Hawaii County Fire Department Equipment Purchase

When lives are on the line, every second counts. In an effort to reduce the time it takes to extricate a crash victim trapped in or under a motor vehicle, funds were used to purchase eight sets of pneumatic air bags for the Hawaii County Fire Department. Department personnel will use the air bags when lifting and stabilizing heavy objects such as motor vehicles.

Kauai Fire Department Equipment Purchase

Providing the tools necessary for first responders to meet all emergency situations is a high priority. In addition



to assisting them in the treatment of crash victims, it also offers responders protection from the hazards of motor vehicle crashes. Radio translucent spine boards and blood pressure cuffs were purchased to aid in the diagnosis and treatment of crash victims. To protect responders, funds were used to purchase seat belt cutters, extrication gloves and glass master tools. Glass master tools safely remove the front windshield of a vehicle to extricate victims.

Hawaii Performance Goals

2006 ANNUAL PERFORMANCE REPORT

Program Group or Area	2000	2001	2002	2003	2004	5 yr avg	2005	% Change 2004 vs. 2005	% Change 5 yr avg vs. 2005
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TOTAL PROGRAM

Total Fatalities	131	140	119	133	142	133	140	-1%	+5%
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The number of fatalities decreased from 142 in 2004 to 140 in 2005, a 1 percent decrease. Comparing the five-year average to 2005, there was a five percent increase from 133 to 140. With our Strategic Highway Safety Plan (SHSP), we hope to reduce the number of fatalities to 100 by 2008.

Total Injuries	9,068	8,596	8,938	6,453	8,771	8,365	8,869	+1%	+5.7%
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The number of injuries increased from 8,771 in 2004 to 8,869 in 2005, a 1 percent increase. Comparing the five-year average to 2005, there was a 5.7 percent increase from 8,365 to 8,869. The trend shows an upward movement. The SHSP implementation should help reduce the number of injuries.

ALCOHOL

Drinking Drivers in Fatal Crashes	30	38	28	45	43	37	55	+28%	+49%
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The number of fatal crashes increased from 43 in 2004 to 55 in 2005, a 28 percent increase. Comparing the five-year average to 2005, there was a 49 percent increase from 37 to 55. There was an increase in alcohol-related fatalities in 2005, yet there was an overall decrease in total fatalities from 142 (2004) to 140 (2005).

16-20 Age Group - Drinking Drivers in Fatal Crashes	4	3	6	9	10	6	3	-70%	-50%
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The number of fatal crashes decreased from 10 in 2004 to 3 in 2005, a 70 percent decrease. Comparing the five-year average to 2005, there was a 50 percent decrease from 6 to 3. Our driver education program may be partly responsible for these decreases since it prevents early teens from driving alone.

OCCUPANT PROTECTION

Safety Belt Survey (January Results)	80.4%	83.5%	90.4%	91.8%	95.1%	88.2%	93.2%	-2%	+5.7%
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The seat belt usage rate percentage decreased from 95.1% in 2004 to 93.2% in 2005, a two percent decrease. However, comparing the five-year average to 2005, the usage rate increased from 88.2% to 93.2% by 5.7 percent. Our goal remains 97% by 2007.

Child Safety Seat Usage (Infants)	89.8%	81.8%	90.9%	95.4%	97.1%	91%	93.4%	-4%	+2.4%
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The infant seat belt usage rate percentage decreased from 97.1% in 2004 to 93.4% in 2005, a four percent decrease. However, comparing the five-year average to 2005, the usage rate increased from 91% to 93.4% by 2.4 percent. We hope that with the passage of the booster seat law, we will see an increase in the usage rate.

Child Safety Seat Usage (Toddlers)	45.9%	34.8%	59.5%	62.2%	82.5%	57%	73.5%	-9%	+29%
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The seat belt usage rate percentage decreased from 82.5% in 2004 to 73.5% in 2005, a nine percent decrease. However, comparing the five-year average to 2005, the usage rate increased from 57% to 73.5% by 29 percent. We also hope that with the passage of the booster seat law, we will see an increase in the usage rate.

All Occupant Fatalities (Percent Restrained)	35.4%	36.6%	40%	48.2%	38.5%	39.7%	41.4%	+3%	+4%
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The percentage for the number of fatalities restrained increased from 38.5% in 2004 to 41.4% in 2005, a three percent increase. Comparing the five-year average to 2005, there was a four percent increase from 39.7% to 41.4%. Our seat belt restraint use seems to be increasing as a result of past enforcement and educational efforts.

16-20 Age Group Fatalities (Percent Restrained)	33.3%	9.1%	16.7%	45%	35.7%	28%	33.3%	-2.4%	+5.3%
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The percentage for the number of fatalities restrained decreased from 35.7% in 2004 to 33.3% in 2005, a 2.4 percent decrease. Comparing the five-year average to 2005, there was a 5.3 percent increase from 28% to 33.3%. The numbers are quite small and it is hard to determine a trend.

0-4 Age Group Fatalities (Percent Restrained)	N/A	66.7%	0%	0%	100%	N/A	100%	0%	N/A
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There was no increase in the percentage of fatalities from 2004 to 2005. A comparison is not available for the five-year average to 2005. All fatalities in this age group were restrained.

Program Group or Area	2000	2001	2002	2003	2004	5 yr avg	2005	% Change 2004 vs. 2005	% Change 5 yr avg vs. 2005
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SPEED CONTROL

Excessive Speed Fatal Crashes	45	42	43	38	55	45	66	+20%	+47%
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The number of fatal crashes increased from 55 in 2004 to 66 in 2005, a 20 percent increase. Comparing the five-year average to 2005, there was a 47 percent increase from 45 to 66. We hope that with the passage of the new speeding law, we will see a decrease in the number of fatal crashes.

Excessive Speed Injury Crashes	532	602	329	765	729	591	708	-3%	+20%
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The number of injury crashes involving excessive speed decreased from 729 in 2004 to 708 in 2005, a three percent decrease. Comparing the five-year average to 2005, there was a 20 percent increase from 591 to 708. Speeding continues to be a large problem in Hawaii and we plan to increase enforcement efforts.

PEDESTRIANS/BICYCLES

Pedestrian Fatalities	29	30	33	23	31	29	36	+16%	+2%
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The number of fatalities increased from 31 in 2004 to 36 in 2005, a 16 percent increase. Comparing the five-year average to 2005, there was a two percent increase from 29 to 36. The last two years have shown an increase in pedestrian fatalities. We have increased our educational efforts and have seen a decline in fatalities in 2006.

Pedestrian Injuries	629	524	578	558	553	568	573	+4%	+1%
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The number of injuries increased from 553 in 2004 to 573 in 2005, a four percent increase. Comparing the five-year average to 2005, there was a one percent increase from 568 to 573. We are hopeful that the number of injuries decline in 2006 as the fatal numbers have.

Bicyclist Fatalities	1	7	4	6	7	5	4	-42%	-25%
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The number of fatalities have decreased from 7 in 2004 to 4 in 2005, a 42 percent decrease. Comparing the five-year average to 2005, there was a 25 percent decrease from 5 to 4. The numbers are too small to see a trend.

Bicyclist Injuries	229	279	308	337	340	299	348	+2%	+16%
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The number of injuries increased from 340 in 2004 to 348 in 2005, a two percent increase. Comparing the five-year average to 2005, there was a 16 percent increase from 299 to 348. Bicycle safety is an emphasis area of concern in our SHSP and we hope to reduce the number of injuries.

MOTORCYCLE

Motorcyclist Fatalities	18	18	24	19	21	20	22	+5%	+10%
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The number of fatalities increased from 21 in 2004 to 22 in 2005, a five percent increase. Comparing the five-year average to 2005, there was a 10 percent increase from 20 to 22. The number of fatalities have been relatively steady.

Motorcyclist Injuries	387	372	394	763	681	519	705	+5%	+36%
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The number of injuries increased from 681 in 2004 to 705 in 2005, a five percent increase. Comparing the five-year average to 2005, there was a 36 percent increase from 519 to 705. Motorcycle safety is an emphasis area of concern in our SHSP. We hope to reduce the number of injuries.

Motorcyclist: % Helmeted in Fatal Crashes	16.7%	22.2%	37.5%	42.9%	40%	32%	36.4%	-4%	+4%
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The percentage of motorcyclists that wore their helmets in fatal crashes decreased from 40% in 2004 to 36.4% in 2005, a four percent decrease. Comparing the five-year average to 2005, there was a four percent increase from 32% to 36.4%. The numbers are relatively close and also we hope additional educational efforts will result in an increase in helmet use.

TRAFFIC RECORDS

Drivers in AR Fatal Crashes (No BAC Given)	15	15	16	17	15	16	18	+20%	+13%
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The number of alcohol-related fatal crashes increased from 15 in 2004 to 18 in 2005, a 20 percent increase. Comparing the five-year average to 2005, there was a 13 percent increase from 16 to 18. The Honolulu Police Department had a policy of not testing drivers unless there was a probable cause. This year the policy was changed to test drivers in fatal alcohol-related crashes.

EMERGENCY MEDICAL SERVICES

Urban (Response Time – Notification to Arrival)	7.1 min	8.4 min	6.4 min	8.8 min	8.9 min	7.9 min	N/A	N/A	N/A
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Although a comparison for 2004 to 2005 is not available, the five-year average suggests that the response time to urban areas is decreasing.

Rural (Response Time – Notification to Arrival)	10.5 min	13.5 min	9.6 min	10.9 min	9.9 min	11 min	N/A	N/A	N/A
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Although a comparison for 2004 to 2005 is not available, the five-year average suggests that the response time to rural areas has stayed about the same.

Annual Evaluation

Annual Evaluation Report Summary

	1998	1999	2000	2001	2002	2003	2004
Population	1,193,001	1,185,497	1,212,109	1,222,011	1,234,514	1,248,755	1,262,840
Vehicles Miles Traveled (Millions)	8,090.20	8,215.20	8,525.70	8,754.30	8,937.30	9,325	9,734
Traffic Fatalities	120	98	132	140	119	133	142
Traffic Fatalities & Serious Injuries	10,423	9,702	9,134	8,736	9,057	6,586	8,913
VMT Fatality Rate	1.5	1.2	1.5	1.6	1.3	1.4	1.46
VMT Fatality & Serious Injury Rate	128.8	118.1	107.1	99.8	101.3	70.66	91.6
Population Fatality Rate (100,000)	10.1	8.3	10.8	11.4	9.7	10.65	11.3
Registered Vehicle Fatality Rate (100,000)	13.10	10.54	13.68	14.19	11.75	12.58	12.90
Population Fatality & Serious Injury Rate (100,000)	873.7	818.4	753.9	713.5	739.4	527.4	705.8
Alcohol Involved Fatalities	58	43	53	44	45	71	60
VMT Alcohol Fatality Rate	0.75	0.51	0.56	0.50	0.50	0.76	0.62
Population Alcohol Fatality Rate (100,000)	5.1	3.5	4	3.6	3.7	5.7	4.8
Percent Population Using Seat Belts	80.5%	80.3%	80.4%	83.5%	90.4%	91.8%	94.3%
Percent Fatal Vehicle Occupants Unbelted	34.7%	55.9%	54.9%	51.8%	51.7%	43.6%	48.2%

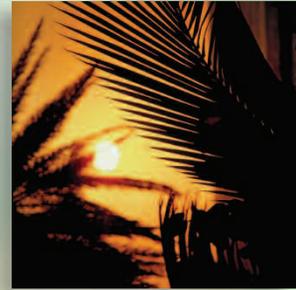
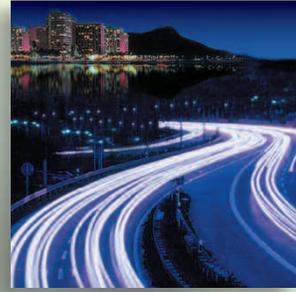


"How many deaths will it take till he knows that too many people have died"

Blowing in the Wind, Bob Dylan

Federal Aid Reimbursement

Program Area/Project	HCS Federal Funds Obligated	Amount of Share-to-Local Benefit	Cumulative State/Federal Cost to Date	Cumulative Federal Funds Expended	Federal Funds Previous Amt. Claimed	Federal Funds Claimed This Period
NHTSA						
NHTSA 402						
Total Planning and Administration	\$32,990.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00
Total Alcohol	\$309,216.91	\$168,397.64	\$210,497.05	\$168,397.64	\$168,397.64	\$0.00
Total Emergency Medical Services	\$58,836.80	\$31,209.35	\$39,011.69	\$31,209.35	\$31,209.35	\$0.00
Total Motorcycle Safety	\$100,000.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00
Total Occupant Protection	\$108,754.67	\$33,783.80	\$51,535.36	\$41,228.29	\$33,783.80	\$7,444.49
Total Pedestrian Safety	\$58,414.85	\$58,414.85	\$73,018.57	\$58,414.85	\$58,414.85	\$0.00
Total Police Traffic Services	\$158,750.06	\$121,674.75	\$157,678.43	\$126,142.74	\$121,674.75	\$4,467.99
Total Traffic Records	\$190,000.00	\$5,233.93	\$6,542.41	\$5,233.93	\$5,233.93	\$0.00
Total Safe Communities	\$180,949.33	\$2,083.23	\$226,186.66	\$180,949.33	\$0.00	\$180,949.33
Total Speed Control	\$425,718.00	\$178,705.74	\$223,382.17	\$178,705.74	\$178,705.74	\$0.00
TOTAL NHTSA 402	\$1,623,630.62	\$599,503.29	\$987,852.34	\$790,281.87	\$597,420.06	\$192,861.81
Total 405 Occupant Protection	\$253,682.51	\$253,682.51	\$1,014,730.04	\$253,682.51	\$253,682.51	\$0.00
Total 405 OP SAFETEA-LU	\$161,728.00	\$97,450.69	\$646,912.00	\$161,728.00	\$97,450.69	\$64,277.31
Total 406 Safety Belts Incentive	\$561,545.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00
Total 408 Data Program SAFETEA-LU	\$300,000.00	\$69,160.62	\$106,001.64	\$84,801.31	\$69,160.62	\$15,640.69
Total New 410 Alcohol	\$226,038.60	\$226,038.60	\$904,154.40	\$226,038.60	\$226,038.60	\$0.00
Total 410 Alcohol SAFETEA-LU	\$530,578.00	\$216,263.11	\$342,368.60	\$256,776.45	\$191,363.11	\$65,413.34
Total 411 Data Program	\$16,420.52	\$16,420.52	\$65,682.08	\$16,420.52	\$16,420.52	\$0.00
Total 2003b Child Passenger Protection	\$0.86	\$0.86	\$1.08	\$0.86	\$0.86	\$0.00
Total 2010 Motorcycle Safety Incentive	\$100,000.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00
157 INCENTIVE FUNDS						
Total 157 Alcohol	\$137,084.76	\$137,084.76	\$171,355.96	\$137,084.76	\$137,084.76	\$0.00
Total 157 Pedestrian Safety	\$7,522.73	\$0.00	\$9,403.41	\$7,522.73	\$0.00	\$7,522.73
Total 157 Safe Communities	\$103,412.12	\$0.00	\$119,861.74	\$95,889.39	\$0.00	\$95,889.39
Total 157 Speed Control	\$204,052.15	\$204,052.15	\$255,065.19	\$204,052.15	\$202,025.38	\$2,026.77
TOTAL 157 INCENTIVE FUNDS	\$452,071.76	\$341,136.91	\$555,686.30	\$444,549.03	\$339,110.14	\$105,438.89
TOTAL 157 INNOVATIVE FUNDS 2005	\$154,642.71	\$154,642.71	\$154,642.71	\$154,642.71	\$154,642.71	\$0.00
TOTAL NHTSA	\$4,380,338.58	\$1,974,299.82	\$4,778,031.19	\$2,388,921.86	\$1,945,289.82	\$443,632.04
GRAND TOTAL	\$4,380,338.58	\$1,974,299.82	\$4,778,031.19	\$2,388,921.86	\$1,945,289.82	\$443,632.04



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