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IN REPLY REFER TO:
[LTR NO]

December 31, 2018

Mr. Christopher J. Murphy
Regional Administrator – Region 9
National Highway Traffic Safety Administration
John E. Moss Federal Building
650 Capitol Mall
Suite 5-400
Sacramento, CA 95814

Dear Mr. Murphy:

Attached, please find Hawaii's Annual Report for Federal Fiscal Year 2018. We appreciate the guidance and support that we have received from NHTSA Region 9.

Please let me know if you have any questions about the report.

Mahalo for your continuing support of Hawaii's traffic safety programs.

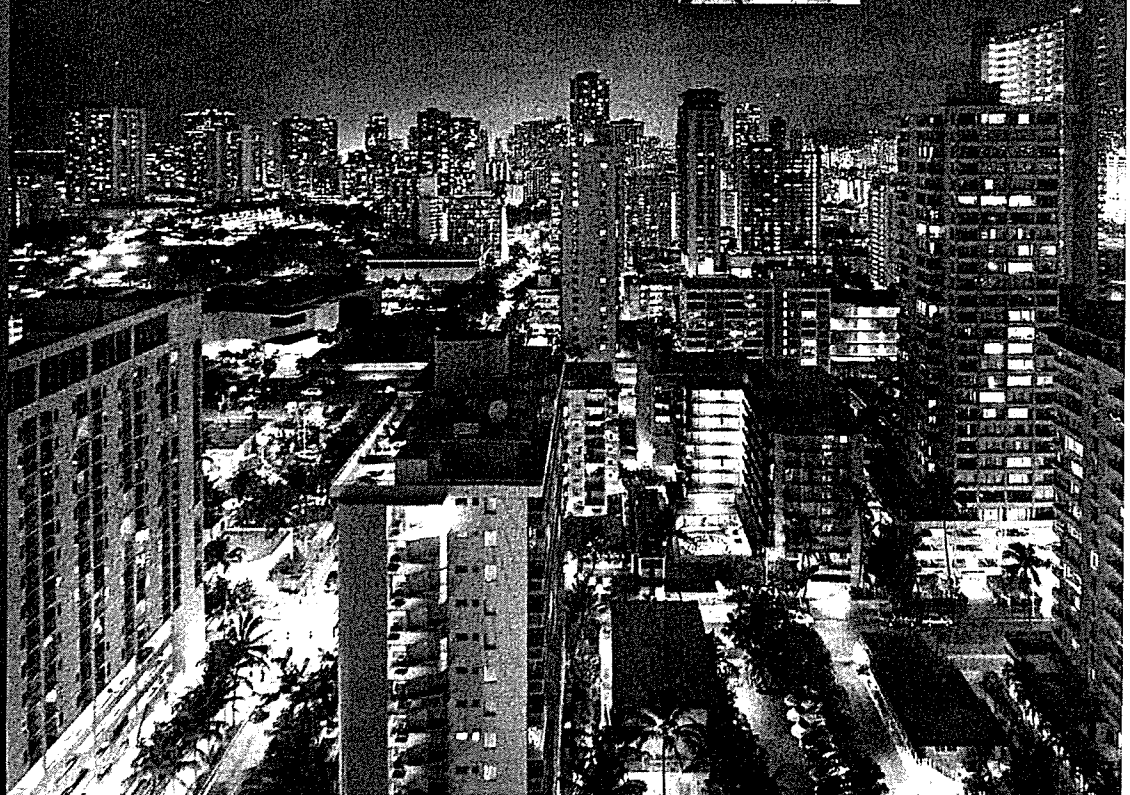
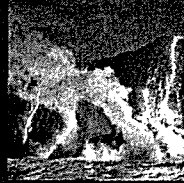
Very truly yours,

A handwritten signature in blue ink, appearing to read "Lee Nagano", with a large, stylized flourish extending to the right.

LEE NAGANO
Highway Safety Manager
Hawaii Department of Transportation

HAWAII STATE DEPARTMENT OF TRANSPORTATION
FEDERAL FISCAL YEAR 2018

HIGHWAY SAFETY Annual Report



Aloha!

The Hawaii Department of Transportation (HDOT) continues to make traffic safety our top priority. Ensuring that all of Hawaii's residents and visitors travel safely to their destinations is important.

To accomplish this, the HDOT and our partners have implemented many education, enforcement and infrastructure improvements during Federal Fiscal Year (FFY) 2017.

During calendar year 2017, there were 107 motor vehicle fatalities, a 10.8 percent decrease from 2016.

- There were 96 fatal crashes in 2017. Of those 40, or 41 percent, were alcohol related.
- Motorcyclist fatalities increased from 24 to 25. Of the 25 fatalities, 24 were male.
- Of the victims tested, 61 were positive for alcohol and or drugs:
 - 21 were positive for alcohol only.
 - 25 were positive for drugs only.
 - 15 were positive for a combination of alcohol and drugs.
- Despite having one of the highest seatbelt usage rates in the nation, 21 of the 60 motor vehicle occupants were not wearing seatbelts.

HDOT staff, and our traffic safety partners, continuously analyzed data such as the observational survey and attitudinal survey, as well as crash and citation data to determine where our education and enforcement efforts would have the highest impact.

In FFY 2018, our main priority areas continued to be impaired driving, speeding, pedestrian safety and motorcycle safety. In order to reduce motor vehicle fatalities in Hawaii, we selected projects that best aligned with our goals. Additionally, selected projects included evidence-based enforcement activities.

To better analyze and utilize our data, HDOT hosted a Data Driven Highway Safety Planning course in Honolulu. The goals of the class were to strengthen the ability to identify credible data sources, conduct data analysis and problem identification, set performance measures and targets and to identify and use appropriate program evaluations.

HDOT also spearheaded Hawaii's Strategic Highway Safety Plan (SHSP) update. After meeting with our traffic safety partners and the SHSP Core Committee, we realized that the plan should be expanded to include two new emphasis areas: mature drivers and young drivers. The updated SHSP will be completed in 2019.

We are thankful for the National Highway Traffic Safety Administration's grant funds. The funding was used for overtime enforcement, educational projects and media campaigns. Funds were also used to conduct observational and attitudinal surveys to provide vital feedback as to how and if our efforts are working. The survey information will be used refocus our media and educational efforts to ensure that our messages are effective and reaching the intended audience.

Despite of our challenges, we believe that we will continue to reduce motor vehicle fatalities and injuries on Hawaii's roadways. We are always looking for innovative strategies to implement in our state, as well as new partners to share ideas and maximize our resources.

HDOT and our partners remain committed to our goal of zero fatalities in Hawaii.

Sincerely,



Lee Nagano
Highway Safety Manager

Traffic Safety Core Performance Measures Hawaii Report Card – FFY 2018

Core Outcome Measures*

C-1 Traffic Fatalities (FARS)

Goal: With the guidance and support of the Hawaii Department of Transportation (HDOT) Administration, our goal was to not exceed a 5-year average of 97.6 fatalities by 2018.

Result: During calendar year 2017, there was a total of 107 traffic fatalities. The 5-year average (2013-2017) was 103 fatalities.

C-2 Total Serious Injuries (TARS)

Goal: With the guidance and support of the HDOT Administration, our goal was to not exceed the 5-year average of 517.4 serious injuries by 2018.

Result: During calendar year 2016, the most current state data available, there were 412 serious traffic injuries. The 5-year average (2012-2016) was 462.2 serious injuries.

C-3 Total Fatalities/VMT

Goal: With the guidance and support of the HDOT Administration, our goal was to not exceed the 5-year average Fatalities/VMT of 0.946 by 2018.

Result: During calendar year 2016, the most current state data available, Hawaii's Fatality/VMT was 1.13. The 5-year average (2012-2016) was 1.04.

C-4 Unrestrained Passenger Vehicle Occupant Fatalities in All Seating Positions (FARS)

Goal: Reduce unrestrained passenger vehicle occupant fatalities, all seat positions, by 5 percent from 20 (2011-2015 average) to 19 by 2018.

Result: During calendar year 2017, there were 21 unrestrained motor vehicle fatalities.

C-5: Alcohol-Impaired Driving Fatalities

Goal: Reduce alcohol-impaired driving fatalities by 3 percent from 38 (2011-2015 average) to 37 by 2017.

Result: There was a total of 42 alcohol-impaired driving fatalities in calendar year 2017.

C-6 Speeding-Related Fatalities

Goal: Reduce speeding-related fatalities by 2 percent from 47 (2011-2015 average) to 46 by 2018.

Result: During calendar year 2017, there were 50 speeding-related fatalities.

C-7 Motorcyclist Fatalities

Goal: Reduce motorcyclist fatalities by 3 percent from 30 (2011-2015 average) to 29 by 2018.

Result: During calendar year 2017, there were 25 motorcyclist fatalities.

C-8 Unhelmeted Motorcyclist Fatalities

Goal: Reduce unhelmeted motorcyclist fatalities by 5 percent from 20 (2011-2015 average) to 19 by 2018.

Result: During calendar year 2017, there were 14 unhelmeted motorcyclist fatalities.

C-9 Drivers Age 20 or Younger Involved in Fatal Crashes

Goal: Reduce drivers age 20 and younger involved in fatal crashes by 10 percent from 10 (2011-2015 average) to 9 by 2018.

Result: During calendar year 2017, there were 6 drivers, age 20 or younger, involved in fatal crashes.

C-10 Pedestrian Fatalities

Goal: Reduce pedestrian fatalities by 4 percent from 24 (2011-2015 average) to 23 by 2018.

Result: During calendar year 2017, there were 14 pedestrian fatalities.

C-10 Bicyclist Fatalities

Goal: Reduce bicyclist fatalities by 50 percent from 2 (2011-2015 average) to 1 by 2018.

Result: During calendar year 2017, there were 6 bicyclist fatalities.

B-1 Observed Seat Belt Use

Goal: Increase observed seat belt use for passenger vehicles, front seat outboard occupants by 2 percentage points from 93 percent in 2015 to 95 percent by 2018.

Result: The 2017 observational survey showed that Hawaii's seat belt use rate was 97 percent.

* Most recent officially released data from Fatality Analysis Reporting System data was used for the Traffic Safety Core Performance Measures.

Federal Fiscal Year 2018 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 Previous Amount Claimed	Federal Funds Claimed this Period
NHTSA						
Occupant Protection	\$233,527.60	\$170,351.72	\$291,909.52	\$233,527.60	\$233,527.60	\$0.00
Police Traffic Services	\$92,377.86	\$0.00	\$115,472.35	\$92,377.86	\$92,377.86	\$0.00
Speed Management	\$3,392.98	\$0.00	\$4,241.24	\$3,392.98	\$3,392.98	\$0.00
Distracted Driving	\$13,104.92	\$13,102.74	\$16,381.16	\$13,104.92	\$13,104.92	\$0.00
NHTSA 402 TOTAL	\$342,403.36	\$183,454.46	\$428,004.27	\$342,403.36	\$342,403.36	\$0.00
408 Data Program SAFETEA-LU Total	\$902,222.02	\$0.00	\$3,608,888.08	\$902,222.02	\$902,222.02	\$0.00
154 Alcohol	\$75,678.97	\$75,678.97	\$75,678.97	\$75,678.97	\$75,678.97	\$0.00
154 Paid Media	\$109,611.24	\$0.00	\$109,611.24	\$109,611.24	\$109,611.24	\$0.00
154 Transfer Funds Total	\$185,290.21	\$75,678.97	\$185,290.21	\$185,290.21	\$185,290.21	\$0.00
						\$0.00
164 Planning and Administration	\$79,026.13	\$0.00	\$79,026.13	\$79,026.13	\$79,026.13	\$0.00
164 Alcohol	\$1,227,911.23	\$942,676.04	\$1,227,911.23	\$1,227,911.23	\$1,227,911.23	\$0.00
164 Paid Media	\$191,094.89	\$0.00	\$191,094.89	\$191,094.89	\$191,094.89	\$0.00
164 Transfer Funds Total	\$1,498,032.25	\$942,676.04	\$1,498,032.25	\$1,498,032.25	\$1,498,032.25	\$0.00
						\$0.00
405b High Public Education	\$118,269.14	\$0.00	\$147,836.43	\$118,269.14	\$118,269.14	\$0.00
405b High Community CPS Services	\$40,275.57	\$5,928.59	\$50,344.48	\$40,275.57	\$40,275.57	\$0.00
MAP 21 405b OP High Total	\$158,544.71	\$5,928.59	\$198,180.91	\$158,544.71	\$158,544.71	\$0.00
						\$0.00
MAP 21 405c Data Program Total	\$402,850.74	\$470.40	\$503,563.43	\$402,850.74	\$402,850.74	\$0.00
						\$0.00
405d Impaired Driving Mid	\$13,641.07	\$0.00	\$17,051.34	\$13,641.07	\$13,641.07	\$0.00
MAP 21 405d Impaired Driving Mid Total	\$13,641.07	\$0.00	\$17,051.34	\$13,641.07	\$13,641.07	\$0.00
						\$0.00

						\$0.00
FAST Act NHTSA 402						\$0.00
Planning and Administration	\$146,058.72	\$0.00	\$292,117.44	\$146,058.72	\$146,058.72	\$0.00
Alcohol	\$23,854.72	\$5,418.38	\$29,818.41	\$23,854.72	\$23,854.72	\$0.00
Emergency Medical Services	\$64,709.39	\$61,350.59	\$80,886.75	\$64,709.39	\$64,709.39	\$0.00
Occupant Protection	\$2,342.95	\$0.00	\$2,928.69	\$2,342.95	\$2,342.95	\$0.00
Pedestrian/ Bicycle Safety	\$49,553.47	\$18,193.90	\$61,941.86	\$49,553.47	\$49,553.47	\$0.00
Police Traffic Services	\$268,577.49	\$210,479.76	\$335,721.88	\$268,577.49	\$268,577.49	\$0.00
Speed Management	\$920,552.65	\$916,719.53	\$1,150,690.84	\$920,552.65	\$920,552.65	\$0.00
Distracted Driving	\$386,079.51	\$305,765.21	\$482,599.41	\$386,079.51	\$386,079.51	\$0.00
FAST Act NHTSA 402 TOTAL	\$1,861,728.90	\$1,517,927.37	\$2,436,705.28	\$1,861,728.90	\$1,861,728.90	\$0.00
						\$0.00
405b High HVE	\$240,203.60	\$10,054.74	\$300,254.52	\$240,203.60	\$240,203.60	\$0.00
405b High Community CPS Services	\$100,608.67	\$237.60	\$125,760.84	\$100,608.67	\$100,608.67	\$0.00
FAST Act 405b OP High Total	\$340,812.27	\$10,292.34	\$426,015.36	\$340,812.27	\$340,812.27	\$0.00
						\$0.00
FAST Act 405c Data Program Total	\$26,900.37	\$0.00	\$33,625.47	\$26,900.37	\$26,900.37	\$0.00
						\$0.00
405d Mid HVE	\$59,693.06	\$0.00	\$74,616.33	\$59,693.06	\$59,693.06	\$0.00
405d Impaired Driving Mid	\$331,769.96	\$0.00	\$414,712.47	\$331,769.96	\$331,769.96	\$0.00
FAST Act 405d Impaired Driving Mid Total	\$391,463.02	\$0.00	\$489,328.80	\$391,463.02	\$391,463.02	\$0.00
						\$0.00
405f Motorcyclist Training	\$2,467.65	\$0.00	\$3,084.56	\$2,467.65	\$2,467.65	\$0.00
405f Motorcyclist Programs	\$24,090.97	\$0.00	\$30,113.72	\$24,090.97	\$24,090.97	\$0.00
FAST Act 405f Motorcycle Programs Total	\$26,558.62	\$0.00	\$33,198.28	\$26,558.62	\$26,558.62	\$0.00
						\$0.00
405h Law Enforcement	\$128,677.29	\$0.00	\$160,846.62	\$128,677.29	\$128,677.29	\$0.00
405h Public Education	\$133,331.77	\$0.00	\$166,664.72	\$133,331.77	\$133,331.77	\$0.00

FAST Act 405h Nonmotorized Safety Total	\$262,009.06	\$0.00	\$327,511.34	\$262,009.06	\$262,009.06	\$0.00
						\$0.00
NHTSA Total	\$6,412,456.60	\$2,736,428.17	\$10,185,395.02	\$6,412,456.60	\$6,412,456.60	\$0.00
Grand Total	\$6,412,456.60	\$2,736,428.17	\$10,185,395.02	\$6,412,456.60	\$6,412,456.60	\$0.00

Highway Safety Plan Federal Fiscal Year 2018 Funding

Project Title	Total
Program Administration	\$200,000.00
Police Traffic Services	\$627,604.00
Impaired Driving	\$3,077,342.61
Traffic Records	\$1,792,670.00
Emergency Medical Services	\$103,000.00
Occupant Protection	\$1,140,109.00
Speed Control	\$1,113,529.10
Motorcycle Countermeasures	\$105,407.00
Graduated Drivers License	\$35,000.00
Pedestrian/Bicycle Safety	\$549,419.80
Distracted Driving	\$590,736.00
NHTSA TOTAL	\$9,334,817.51

Infrastructure Improvements

The Hawaii Department of Transportation continues to look for innovative ideas to increase traffic safety in Hawaii through education and enforcement as well as infrastructure. Currently, the focus is on unsignalized crosswalks and working to improve pedestrian safety.

Unsignalized crosswalks are being evaluated to determine if countermeasures are appropriate such as crosswalk relocation/consolidation, median refuge island, traffic signal, rectangular rapid flashing beacon (RRFB) and signing enhancements.

In the calendar year 2018, a total of 16 crosswalks statewide were evaluated for countermeasures, including nine on Nimitz Highway in the downtown area, three on Fort Weaver Road in Ewa Beach, and two on Kamehameha Highway in Kaneohe on Oahu. On Hawaii Island, two crosswalks on Kailua Road in Pohakupu are also being evaluated.

Thirteen advance stop bars with sign enhancements were completed at various locations throughout Oahu.

The Michigan gateway treatment was applied as a pilot program to four crosswalks on Pali Highway in Nuuanu on Oahu. ^[AH1] There are plans to install additional treatments on Farrington Highway in Waianae and Kalanianaʻole Highway in Waimanalo on Oahu. Gateway treatments are also being planned for crosswalks on Maui, Kauai and Hawaii Island.

Alcohol Impaired Driving

During Federal Fiscal Year (FFY) 2018, alcohol-impaired driving continued to be a significant traffic safety priority. Based on Hawaii's state data, although the five-year trend shows the number of alcohol-impaired driving fatalities (BAC=.08+) has been decreasing, the actual number of deaths has been increasing since 2014. In addition, 2017 data shows that 39 percent of our traffic fatalities are alcohol-impaired driving-related, which is significantly higher than the national average of 29 percent.

(Table 1 Traffic Fatalities and Alcohol-Impaired Driving Fatalities, 2013-2017)

Like many states, the Hawaii Department of Transportation (HDOT) applied a multidisciplinary approach to Hawaii's impaired driving issue, based on the National Highway Traffic Safety Administration's (NHTSA) Highway Safety Program Guideline No. 8. In addition to providing Communications support, HDOT utilized its traffic safety partnerships in Enforcement, Prosecution and Adjudication to improve our impaired driving program.

Enforcement Countermeasures

As part of our multi-pronged approach, the four county police departments received funding to conduct sobriety checkpoints throughout the FFY. In addition to the high visibility year-round enforcement, police stepped up their efforts during NHTSA's "Drive Sober or Get Pulled Over" mobilization periods and major holidays. Based on their respective department's workforce and resources, the following table provides a summary of county grant activities, as well as results from their countermeasures:

Media Initiatives

To support Hawaii's statewide enforcement activities, HDOT implemented media initiatives as a Communications strategy of its multi-disciplinary approach. Based on NHTSA's high visibility enforcement model, earned and paid media are essential components for increasing the public's perception of impaired driving risks and deterring impaired driving.

As part of the earned media component, HDOT solicited for and awarded TLC PR as the Impaired Driving Media Contractor. It received funding to implement a statewide Impaired Driving awareness campaign, which included outreach activities such as conducting "Impaired Driving Obstacle Course" demonstrations with impairment goggles, as well as distributing informational collateral at community events. The table below summarizes TLC PR's grant activities and its results:

In addition to earned media efforts, HDOT aired its "SOBER Driver" public service announcement (PSA) as part of its paid media component. The PSA reminded viewers that the designated driver should always be the completely sober

driver, not the least impaired person. The PSA aired on television and in movie theaters throughout the FFY, with increased airtime during NHTSA's national enforcement mobilization periods.

HDOT also aired its "Bling" PSA through the Hawaii Association of Broadcasters, Inc. Public Education Program, which guaranteed a minimum of \$70,000 in free, additional airtime. The PSA uses a tongue-in-cheek approach to remind the public that if they are "going out for the night," officers are strictly enforcing impaired-driving laws and can assist with some "bling" (handcuffs), "a sweet ride" (police car), "a room" (jail cell) and, if lucky, "even a companion for the night" (cellmate).

Additionally, HDOT solicited for and awarded Anthology Marketing Group with a contract to conduct two attitudinal surveys. In addition to questions about traffic safety issues such as impaired driving, seat belt usage and pedestrian safety, and related campaigns, participants were also asked about their news sources (i.e., radio, television, social media, etc.).

Prosecution, Adjudication and HDOT Initiatives

Similar to Enforcement and Communications, Prosecution and Adjudication are critical elements in achieving deterrence of impaired driving. As part of the prosecutorial component, HDOT provided funding to the Hawaii County Office of the Prosecuting Attorney for its Traffic Safety Resource Prosecutor (TSRP) to coordinate an annual statewide impaired driving training conference. This year's training conference, "Trial Techniques: Effective Testimony in Impaired Driving Prosecutions," was attended by more than 60 police and prosecutors, and included the following guest speakers:

- James Camp, District Attorney Wisconsin, ADA/TSRP Tennessee (Ret.)
- Joanne Thomka, Program Counsel, National Association of Attorneys General
- Stephen Frye, TSRP and Deputy Prosecuting Attorney, County of Hawaii
- Honorable Ronald Ibarra, County of Hawaii
- Ramsey Ross, TSRP, County of Kauai

In addition, recognizing that legal issues involving the prosecution of alcohol- and drug-impaired driving offenses are constantly evolving and changing, HDOT provided funding to county prosecutors for travel. The Offices of the Prosecuting Attorney for Hawaii and Kauai counties, and the Department of the Prosecuting Attorney for Maui county received funding for their prosecutors and deputy prosecutors to attend local and national meetings, trainings and conferences to attain updated information, as well as learn about emerging issues. In the case of Hawaii and Kauai counties, the funding they received also included travel for their TSRPs. The City and County of Honolulu's Department of the Prosecuting Attorney requested funding only for travel to the DRE Conference, as a majority of the local meetings, trainings and conferences were held on Oahu. The following table summarizes county prosecutors' participation in various grant activities:

As part of the adjudication component, HDOT provided funding to the Hawaii State Judiciary to continue operating the Honolulu DWI (Driving While Intoxicated) Court Program. Since its inception in January 2013, 43 participants have graduated from the program with only a nine percent recidivism rate for subsequent drunk driving arrests, compared to a 30 percent recidivism rate among those who were eligible to apply for the program, but chose not to screen or join.

Although the Judiciary's Administrative Driver's License Revocation Office (ADLRO) was awarded grant funding to send hearing officers to training at the National Judicial Council, they were unable to implement the project due to the departure of their Chief Adjudicator and other personnel changes.

In addition, the Judicial Education Office at the Judiciary did not conduct statewide training for Hawaii's district court judges during Federal Fiscal Year (FFY) 2018. Instead, they decided to postpone the training to the first quarter of FFY 2019, allowing them more time to consult and work with NHTSA Region 10's Judicial Outreach Liaison (JOL) to coordinate a more robust training. (NHTSA

Region 9 currently does not have a JOL, so Hawaii received permission to utilize Region 10's JOL as a resource.)

Lastly, HDOT continues to oversee Hawaii's ignition interlock program. On January 1, 2011, our ignition interlock law went into effect and permits the voluntary installation of an ignition interlock device on any vehicle that a person arrested for OVUII drives. The ADLRO office or judge may direct the respondent/defendant to have a device installed as part of their sentencing. Additionally, the law also includes the first-time offender and provides for a discount for indigent offenders to pay for half of the expenses, provided that they are on welfare.

Since 2011, when the Ignition Interlock law was implemented, the ignition interlock device has made Hawaii's roadways safer from intoxicated drivers. The table below details the number of ignition interlocks that have been installed per year by Smart Start, LLC, as well as the number of preventive starts, where a driver with a measurable amount of alcohol in their system is prevented from starting the vehicle.

Child Passenger Safety Highlights

Hawaii continued to work tirelessly to promote child passenger safety statewide. Activities included education, new partnerships, enforcement and media.

In April, the Hawaii Department of Transportation (HDOT) coordinated statewide Child Passenger Safety (CPS) Instructor/Technician update training. To ensure maximum participation, HDOT contracted Robert Wall to conduct five classes in four counties. More than 200 certified instructors and technicians participated.

In Maui County, grant funds were used to conduct a standardized CPS technician training on the island of Molokai, as well as a renewal class. It was the first time that this class was offered on the island. A total of five people, including two police officers, a firefighter and a nurse benefited from these classes.

The Maui Fire Department is in the process of incorporating child passenger safety training into its recruit [classes][AH2].

The Kauai Police Department (KPD) is pleased to report a new partnership with the Wilcox Medical Center (WMC) in Kauai County. During the grant period, WMC partnered with KPD to offer weekly child safety seat checks.

At NHTSA Region 9's request, Maui County incorporated vehicle recall checks as part of its car seat inspections. Hawaii County will also begin to conduct vehicle recall checks in FFY 2019.

Enforcement Efforts

All four county police departments continued to issue citations to drivers who did not properly restrain children. During the grant period, a total of [xx][AH3] child restraint citations were issued statewide. Additionally, each county has officers who are trained as child passenger safety technicians. The specialized training makes them invaluable at community car seat checks.

Public Education

HDOT used NHTSA grant funds to retain TLC PR, a public relations firm, to assist with public education and earned media. Throughout the grant period, TLC PR conducted educational presentations at community events statewide. They also promoted Hawaii's child passenger restraint law and community events through earned media news releases and media interviews. TLC PR also assisted HDOT with the promotion of national Child Passenger Safety week events.

To complement the earned media campaign, HDOT also aired television and movie theater advertisements to remind the public about Hawaii's child restraint law.

Distracted Driving Highlights

In 2016, according to the National Highway Traffic Safety Administration (NHTSA), 3,450 people lost their lives, and an additional 391,000 people were injured in motor vehicle crashes involving distracted drivers nationwide. Locally, Hawaii's police accident reports show distracted driving-related incidents are underreported, but the most recent observational survey shows our overall daytime cell phone usage rate decreased, from 1.77 percent to 0.98 percent (our lowest to date). However, based on the number of citations issued by police statewide, distracted driving continues to be a serious traffic safety priority.

Enforcement Efforts

During Federal Fiscal Year 2018, the four county police departments received grant funding to conduct statewide high visibility overtime enforcement of Hawaii's mobile electronic device (MED) law, which went into effect July 1, 2013. Prior to 2013, each county passed ordinances that prohibited cell phone use while driving on the following dates:

- City and County of Honolulu – July 1, 2009
- Hawaii County – January 1, 2010
- Kauai County – May 23, 2010
- Maui County – July 6, 2010

In addition to their year-round enforcement, police conducted stepped-up enforcement during NHTSA's National Distracted Driving Awareness Month. As part of its efforts, the Maui Police Department (MPD) rented elevated vehicles such as Jeeps and SUVs, which provided a vantage point allowing a designated officer, or spotter, to see into most vehicles if a violation had been committed. The spotter would then relay that information to waiting motorcycle officers nearby to pull over the offender.

To supplement their enforcement efforts, county police departments utilized the following forums to educate the public about the dangers of distracted driving:

- The Honolulu Police Department (HPD) gave 175 traffic safety talks/presentations at community events that were attended by approximately 23,635 people. During their presentations, an officer discussed the dangers and consequences of distracted driving, as well as tips on how to avoid driving distracted and the penalties for Hawaii's MED law. Additionally, HPD distributed distracted driving flyers at the community events.
- The Kauai Police Department worked with its local radio station to air a public service announcement (PSA) throughout the grant period. In the PSA,

listeners were informed by an officer about the dangers of driving distracted and reminded to keep their undivided attention on the roads at all times.

- The Hawaii County Police Department (HCPD) conducted 118 Distracted Driver checkpoints, which entailed one officer acting as the spotter and at least two uniformed officers stopping violators to educate the offender or issue a citation, if deemed necessary. HCPD also worked with their local radio station to air a PSA that included information about not texting and driving.
- MPD participated in a traffic safety event held at Lihikai Elementary School, where approximately 75 people attended and about 50-60 informational flyers were distributed. In addition, their local radio station produced and aired a based on the information MPD had distributed.

Media Initiatives

Based on NHTSA's high-visibility enforcement model, the Hawaii Department of Transportation (HDOT) supported Hawaii's enforcement activity with statewide paid and earned media initiatives. As part of our paid media component, HDOT aired its "Distracted Driving" PSA with the tagline "End distracted driving before it ends you." on television and in movie theaters during National Distracted Driving Awareness Month. The HDOT also displayed distracted driving slogans on digital message signs to remind drivers to stay focused on driving.

In addition to the paid media campaign, TLC PR submitted for and was awarded a media contractor project. It received funding to conduct a statewide Distracted Driving awareness campaign, which included a social media component that reached 1,041,376 viewers, listeners and readers. The campaign also included conducting 16 statewide community presentations utilizing the Drive Square Simulation System, a lightweight and portable virtual reality video system that can be attached to any motor vehicle. There were 550 "drivers" that experienced the dangers and adverse effects of distracted driving in a simulated and safe environment as 2,452 people decided to observe, and not take the risk. In addition, 1,187 drivers acknowledged and signed NHTSA's "One Text or Call Could Wreck It All" distracted driving pledge. In all, TLC PR secured 25 TV, radio, print and online stories raising awareness about distracted driving.

Drugged Driving

With the Hawaii State Department of Health's (DOH) recent initiative to link toxicology data to crash data, and looking at other data sources such as the Fatality Analysis Reporting System (FARS) and state data, we can glean a few key points:

- More drivers involved in fatal crashes are testing positive for having drugs in their systems;
- The number of drug-involved traffic incidents is likely underreported because so many drivers and other road users go untested;
- The highest use of illicit substances amongst fatally injured drivers (approximately 21 percent) was in the 16-45 age group; and
- According to data from the Hawaii Trauma Registry, cannabinoids were predominant amongst younger drivers.

To address the drug-impaired driving problem and other related issues this past federal fiscal year (FFY) and in the future, the Hawaii Department of Transportation (HDOT) and its partners focused its efforts and resources on the following initiatives.

Hawaii DUID Blueprint

HDOT completed its Hawaii Driving Under the Influence of Drugs (DUID) Blueprint and shared it widely to traffic-related and other non-traditional partners. This blueprint, which incorporated many different strategies from local and national plans and brainstormed ideas, is a dynamic, "living" document that will adapt with changing drug trends and DUID challenges. It will serve as a guide for Hawaii's DUID-related initiatives for all traffic safety partners, community coalitions and "out-of-the-box" stakeholders.

Hawaii DRE In-Service Training

This year's Drug Recognition Expert (DRE) in-service training incorporated many varied topics. Nationally recognized experts Chuck Hayes from the International Association of Chiefs of Police (IACP); Keith Graves from Graves & Associates; Clay Abbott from the Texas District & County Attorneys Association; and D.R. "Ike" Iketani from the Training, Research and Education for Driving Safety shared their expertise and knowledge, and presented on updated drug trends; the DRE as an Expert Witness; cognitive impairment; curricula and national updates; and recent drugged driving research. Karen Coyle, Deputy Regional Administrator for the National Highway Traffic Safety Administration's Region 9 Office, provided a national and regional perspective on drugged driving, as well as current and future NHTSA initiatives.

Also as part of the in-service, representatives from the Drug Enforcement Administration, the Federal Bureau of Investigation, the Honolulu Police Department's Narcotics/Vice Division and a certified substance abuse counselor (CSAC) served on a panel to provide insight on the drugs that are infiltrating Hawaii. Another panel of county prosecutors and DREs updated attendees on local drugged driving arrests, prosecution and the challenges each agency and county encounters.

DAID Conference

Representatives from HDOT, the Honolulu Police Department, the Kauai Police Department, the Hawaii County Police Department, the Maui Police Department, the County of Kauai's Office of the Prosecuting Attorney and the City and County of Honolulu's Department of the Prosecuting Attorney attended the 24th Annual IACP Conference on Drugs, Alcohol and Impaired Driving in Nashville, Tennessee, from August 13-15, 2018. Attendees networked with other states' DREs, Traffic Safety Resource Prosecutors, toxicologists and other national experts, as well as learned about national drug trends, best practices, issues and challenges.

Partnerships

Throughout FFY 2018, HDOT maintained existing relationships with traffic safety partners who recognized the need to address the growing drugged driving problem proactively and met regularly to discuss DRE issues. These strong partnerships, which include the four county police departments, the Hawaii Sheriff Division, county prosecutors, DOH, Mothers Against Drunk Driving (MADD), Clinical Labs of Hawaii's forensic toxicologist and community coalitions, have yielded incredible results that help to combat drugged driving and contributed to Hawaii's DUID Blueprint.

In addition, HDOT strived to develop new partnerships with such agencies and organizations as the Drug Enforcement Agency and the Hawaii High-Intensity Drug Trafficking Areas' Hawaii Opioid Initiative Working Group.

Successful collaborations this FFY included:

- Providing presentations as part of the Judiciary Driver Education and DOH's Alcohol and Drug Abuse Division's efforts to educate, reinvigorate and get buy-in from CSACs who work with drivers convicted of impaired driving;
- Assisting in coordinating the MADD Hawaii Drugs & Driving youth conference, which brought together representatives from many different fields to "start the conversations" regarding drugged driving amongst youth; and
- As an advisory board member of the Hawaii Partnership to Prevent Underage Drinking, providing input and receiving feedback from community coalitions regarding impaired driving.

Projects Not Implemented

HDOT did not create or implement a paid drugged driving media campaign. However, TLC PR did conduct community education activities as part of its

contract with HDOT, such as setting up displays and distributing flyers advising of the dangers of medicated drugged driving at four medical facilities.

Emergency Medical Services

It is vital for first responders to treat their patients effectively and quickly while ensuring their own safety and protection. Motor vehicle accident victims' chances of surviving a crash increase if they receive care within the "golden hour." Recognizing this, the Hawaii Department of Transportation issued four grants, including two to Hawaii Island, for the counties' fire departments to purchase specialized equipment to reduce the response time to motor vehicle crashes as well as the extrication time while also increasing the safety of first responders and crash victims.

Honolulu Fire Department – EDraulics Cordless Extrication System

Self-contained, lithium-ion battery-powered rescue tools, called the EDraulics Cordless Extrication System, provide about the same cutting and spreading force to enhance patient extrication in motor vehicle collisions without being bound to the power unit. This is important as it decreases the amount of response time while increasing accessibility. This apparatus that has been added to the other grant-funded equipment in their inventories, allowing them to respond to all roadway crashes in a way that will significantly enhance public and responder safety.

For this grant period, the Honolulu Fire Department was able to purchase one cordless vehicle extrication kit, the Hurst EDraulics system; S700E2 Cutter Package, SP310E2 Spreader Package, R421E2 Ram package, KSV11 Chain Set, and 110V, 60 Hz Power Supply Adapter to aid personnel responding to a motor vehicle collision to quickly gain access to the victim and begin life safety measures. This kit went to the Kaneohe Fire Station where the mountainous terrain and proximity to the ocean's edge can make extricating crash victims more challenging. The cordless system makes it easier to retrieve victims in areas where the corded kits would be challenging to use.

Hawaii County Fire Department – EDraulic Extrication Tools

The Hawaii Fire Department (HCFD) was unable to execute the scheduled purchases for this grant period. The Leilani eruption event created a situation in which the resources of the HFD and other County of Hawaii departments critical to purchasing were stretched to capacity and overwhelmed in dealing with the demands of this event which lasted 104 days. They had to assist in the evacuations of the areas that were impacted by the lava flow as well as work to contain the fires that were started by it.

Motorcycle Safety

There were 25 motorcycle, scooter and moped fatalities in 2017, which is an increase of one over the prior year. Of those deaths, 15 were from motorcycles and represented 23 percent of all fatalities for that year. Sixteen of the deaths, or 64 percent, were from speeding. Sixty percent, or 15 of the riders, were not wearing helmets. Fifteen of the those who died did not have licenses for the vehicles they were riding, with four of them having no license at all. While licensing does show that potential riders have enough skills to pass a test, it does not mean the rider is skilled enough for all circumstances on the road. Training makes people better riders that can safely operate their vehicles on our roadways and are more likely to use protective riding gear.

By providing basic riding courses and motorcycle range instruction, the State of Hawaii is creating a foundation of smart riding behaviors for the novice rider who has never been on a motorcycle all the way to those that have not operated one in many years. The school provides a training motorcycle that students use to learn how to operate and maneuver properly. Students learn on a protected training range so that when they earn their license, they know how to legally and safely operate a motorcycle on our roads. During classroom instruction trainees also learn the dangers of riding impaired as well as speeding as part of the behavioral aspect of motorcycle use.

There are motorcycle safety training ranges on each of the three major county islands: Oahu, Maui, and Hawaii Island to ensure that the State can service all those that wish to take the courses. For Kauai County, the Leeward Community College (LCC) on Oahu is currently handling the training. The lack of demand on Kauai has made it economically unsustainable as an independent site. Trainers from LCC will maintain a waitlist and fly over to train, using existing facilities, which allows each county to continue to service the population demands for their respective areas.

LCC leads the motorcyclist safety training program on Oahu by not only offering basic rider courses but also providing trainers for training the other county instructors located at the Hilo Community College (HCC) on Hawaii Island and Maui Community College (MCC) on Maui.

There were 75 classes held, and 896 students were taught the Hawaii Edition of the Basic Rider Course in FFY 2018.

The breakdown of those taught by island:

Oahu - 693 students (77%)

Hawaii Island - 91 students (10%)

Maui - 104 students (12%)

This trend is significantly down from FFY 2017 where 1,207 students received training, and 88 classes were held statewide.

However, overall, the training numbers still roughly correspond to the number of registered motorcycles and scooters in Hawaii. In 2017, the most current registration total for motorcycles and scooters is 39,312. Of those that are registered:

Oahu has 25,958 or 66%

Hawaii Island has 5,564 or 14%

Maui has 5,454 or 14%

Kauai has 2,336 or 6%.

New this year are the counts for the registered mopeds in Hawaii. On January 1, 2017, mopeds were required to be registered and safety checked to curb illegal modifications. The final number of registered mopeds in 2017 was 8,223.

Although we had some challenges to our motorcycle safety program, we are working to resolve them.

The primary challenge that the program faced was that the training ranges could no longer purchase motorcycles via the NHTSA grants as they have in the past. As a result, our current inventory of training motorcycles was aging and broken with no replacements. HCC has two fewer training motorcycles due to theft and age. Therefore, classes will have fewer students. Without training motorcycles, we cannot train new riders. However, our State Department of Transportation found a way to purchase training motorcycles to supply and replace the program's aging equipment and is working on setting up the process to purchase additional motorcycles.

The program's primary "train the trainer" instructor was deployed to Japan last year, which caused a delay. However, a replacement is in training and will be recertified as an instructor once he is retired from the Marines at the end of December 2018. Filling this position is vital both for the recruitment of new instructors as well as the certification of existing instructors. Maui and Hawaii Island each need another instructor to keep up with the demands in their counties.

Despite the challenges, the State will continue to work with our partners to ensure that the motorcycle safety program is available to everyone in all counties. It is essential that everyone has access to the basic rider courses so that those who want training can learn the most current and safest riding skills.

Pedestrian and Bicycle Safety

With beautiful, year-round weather, walking and biking are healthy and attractive modes of transportation in Hawaii, especially on the most populated island of Oahu. The Hawaii Department of Transportation (HDOT) and our partners continue to seek new ways to protect these vulnerable roadway users.

Walk Wise Hawaii

HDOT contracted TLC PR to continue its Walk Wise Hawaii (WWH) initiatives to increase awareness of pedestrian safety through community events, presentations and media events. This year, TLC PR continued its outreach to the neighbor islands of Hawaii, Maui and Kauai to ensure that these islands receive the pedestrian awareness education that they need as their population continues to grow and their infrastructure changes. Despite this year's challenge of having to cancel several events due to Hurricane Lane, TLC PR was able to reschedule most of them at a later date.

During Federal Fiscal Year 2018, WWH reached a total of 21,021 residents and visitors in person via presentations and community outreach events. Within that direct outreach, WWH also reached 16,547 drivers with the Drive Wise Hawaii brochure as well as sign waving events.

TLC PR generated 56 television, print, radio and online stories pertaining to the WWH program in addition to safety tips for pedestrian and drivers. These stories resulted in 4,847,294 media impressions across the state with a calculated publicity value of \$73,367.00.

WWH social media platforms were expanded with live video content for its Facebook page and the creation of a new Instagram account and a resurrected Twitter account. WWH's Facebook and Instagram accounts generated 27 direct messages asking for presentations and help with pedestrian safety outreach events in FY 2017/18. The page received 618 Likes and ended the fiscal year with 502 followers. The WWH YouTube Channel continued to include TV media clips and video clips of people taking the WWH Pledge.

TLC PR coordinated 16 major senior outreach presentations/events; 25 general pedestrian safety presentations/events; 15 Girls Scouts presentations/projects; 10 events directed towards driver awareness of pedestrians; and 29 presentation/events as part of Pedestrian Safety Month across the state during FY 2017-2018.

City & County of Honolulu's Department of Transportation Services

The Department of Transportation Services (DTS) partnered with the HDOT's WWH program and other local programs to teach the community about pedestrian safety.

During the grant year, DTS participated at 16 fairs in which approximately 7,321 people were educated about pedestrian safety (not including colleges). They also

went to eight college fairs, where they spoke to 421 people. DTS handed out 314 blinkers at their August 2, 2019 sign waving. About 40 people learned about walking safely at our Halloween Proclamation on October 26, 2017. On March 29, 2018, DTS spoke about being vigilant in looking for drivers to 45 children during a walking field trip at Ahuimanu Elementary School .

A total of 289 seniors learned about pedestrian safety through 10 presentations to senior groups. Ten “Ped Man” presentations were provided to a total of 1,086 summer fun children and staff. DTS went to five preschools to teach 131 children about pedestrian safety.

DTS educated at least 421 college students at the various college fairs. The focus was on teaching the students about the dangers of texting while crossing the street, as well as informing them that they should not cross the street once the countdown signal has begun.

They were able to hold two sign waving events – one on May 2, 2018 and the other on August 2, 2018. Both events occurred at the intersection of Houghtailing and School Streets since there was a pedestrian fatality at this intersection in 2018.[AH4]

DTS provided Halloween pedestrian safety activity books to Satellite City Halls, library youth patrons and all Oahu public elementary school children. However, they were not able to distribute pedestrian safety tip bookmarkers to Oahu public elementary schools since the Department of Education informed us that they no longer have the extra staff to sort and distribute the bookmarkers. However, DTS was able to distribute the Halloween activity books since the booklets are well-received by the students and teachers. They were able to provide 2,400 Walk Smart activity books to Oahu public libraries since bookmarkers were not ordered.

The Honolulu Police Department

During FFY 2018, the HPD Traffic Division held 175 traffic safety talks/presentations. Throughout these traffic safety events, the dangers, consequences and penalties of pedestrian safety were discussed. Approximately 23,635 people from the community and schools attended these educational events. The HPD also participated in various pedestrian safety events with Walk Wise Hawaii throughout the year. These events included activities such as sign waving, neighborhood safety walks, pedestrian safety talks and more. During this time, they also cited both pedestrians and motorists who failed to comply with the laws that address pedestrian safety. They cited 3,355 pedestrians and motorists, of which, 3,325 were pedestrians.

Police Traffic Services

Reducing the amount of time for crash scene investigations while improving investigation techniques is an ongoing priority for Hawaii's four county police departments and the Hawaii Department of Transportation (HDOT). Continual and advanced training helps the police departments strive to minimize the amount of time roads are closed, without compromising the integrity of their investigations. Additionally, constant changes in personnel due to promotions, transfers and new hires require continual training. Grant funds are also used to purchase equipment that increases officers' efficiency in investigating and documenting crash scenes.

The Honolulu Police Department (HPD) hosted three Traffic Crash Investigation courses taught by the Institute of Police Technology and Management (IPTM) at the Ke Kula Makai Training Facility in Waipahu during the FFY 2018, including:

- The At-Scene Traffic Crash Investigation training from May 7-18, 2018 hosted 29 participants including 20 from the HPD, five from the Hawaii Police Department (HCPD), two from the Maui Police Department (MPD) and two from the United States Marine Corps (USMC). All but one of the attendees completed and passed.
- The Advanced At-Scene Traffic Investigation course from June 18-29, 2018 trained 18 students including 10 from the HPD, four from the HCPD, two from the MPD and two from the USMC. All but one completed and passed the course.
- The Applied Physics for the Traffic Crash Investigator course held from July 9-13, 2018 welcomed a total of 20 attendees, including six from the HPD, six from HCPD, three from MPD, two from the Kauai Police Department (KPD), two from the USMC and one from the State of Hawaii Public Safety Sheriff Division. All attendees completed and passed.

The MPD completed the following training and travel for FFY 2018:

- Two officers to Orlando, Florida for the IPTM Traffic Symposium.

- MPD sent one employee to the Fox Valley Technical College Public Safety Training Center in Appleton, Washington for a course in Crash-Crime Scene Photography.
- MPD Lt. Gannon attended the NHTSA Data-Driven Highway Safety Planning Course training course in Honolulu.
- Officer David Potter attended the 2018 EDR Summit from March 5-7, 2018 in Houston, Texas.
- Ten officers attended and completed 40 hours of (ACTAR Accredited) IMS Map 360 software and Total Station updates.
- Six MPD Traffic officers attended the Collision Forensic Solutions-Certified Leica IMS Point Cloud and Certified Leica ScanStation training course (ACTAR Accredited) held in Kihei, Maui from September 17-28, 2018.

MPD also purchased equipment during the FFY 2018 period. They purchased Crash Data Recorder current cables and components and the hardware and software updates for the crash investigator's diagramming tools to include the Leica ScanStation P40.

In addition to all of the IPTM courses, the Hawaii Police Department allowed Program Manager Torey Keltner to attend NHTSA Data-Driven Highway Safety Planning Course in Honolulu.^[AH5]

The Kauai Police Department sent three officers to the DRE^[AH6] in-service training and purchased the Vericom traffic investigation tool to help with investigations.^[AH7]

Traffic Safety/Law Enforcement Liaison

HDOT continued to fund the Traffic Safety/National Highway Traffic Safety Administration (NHTSA) Law Enforcement Liaison (LEL) position. The LEL's responsibilities included monitoring Hawaii's Ignition Interlock Program and traffic-safety legislation, as well as assisting with the statewide Hawaii Traffic Records Coordinating Committee and the Traffic Commanders meetings. He also attended the Lifesavers Conference, the 43rd International Forum on Traffic Records, the Governor's Highway Safety Association annual and quarterly meetings, the NHTSA Leadership Meeting, and the IACP-DRE^[AH8] regional meeting and annual meeting to remain up-to-date on the latest trends and best practices for traffic safety initiatives around the nation. The LEL shared the information with traffic safety partners at various meetings.

Seat Belt

Since 2002, Hawaii continues to enjoy seat belt usage of more than 90 percent. This year bolstered that record with the Summer 2018 survey revealing 97.8 percent use. We attribute the high usage rate to hard work and support of Hawaii's four county police departments and our traffic safety partners.

The Hawaii Department of Transportation (HDOT) promoted Hawaii's seat belt laws through paid media campaigns on television and in movies theaters. HDOT also distributed Click It or Ticket (CIOT) banners and posters statewide. Electronic message boards displayed traffic safety messages that reminded drivers about the CIOT and to buckle up.

During Federal Fiscal Year 2018, the four police departments issued a total of 2,500^[AH9] seat belt citations utilizing grant and county funds. All four took part in the national CIOT mobilization by conducting additional enforcement, educational presentations and distributing banners and posters. The police departments also issued news releases in their counties to remind the public about their seat belt enforcement efforts, as well as participated in media interviews to raise awareness.

HDOT contracted TLC PR, a local public relations firm, to assist with community education efforts and earned media event opportunities. TLC PR helped with events statewide in addition to promoting the national CIOT mobilization.

Speeding Highlights

With busy, hectic lives, and a culture of impatience and needing instant gratification, people are often in a rush to get from point A to point B. This behavior is especially dangerous on our roadways, leading to potentially lethal consequences.

Speeding on Hawaii's roadways is a major problem, consistently ranging between 45 percent and 55 percent of total traffic fatalities (based on a five-year average). To address this issue and reduce the number of speed-related crashes on our roads, the Hawaii Department of Transportation provided grants to the four county police departments to equip them with speed detection and deterrence devices, as well as to conduct high visibility speed enforcement.

A summary of speed enforcement-related activities conducted by the Honolulu Police Department (HPD), Hawaii County Police Department (HCPD), Maui Police Department (MPD) and Kauai Police Department (KPD) and the results of these activities is provided in the following table:

Equipment

To ensure that officers could effectively enforce Hawaii's speeding laws, HDOT provided funding for the following speed lasers and radars:

- HPD purchased 52 Stalker LIDAR speed sensing laser units and 26 Stalker DSR speed sensing radar units
- HCPD bought 10 Stalker II Moving Radar units and 20 LTI TruSpeed laser units
- KPD acquired five TruSpeed laser units

In addition, the police departments used grant funding toward the following equipment to deter speeders, gather data and increase officer safety:

- MPD bought a dual-purpose speed/message board trailer
- HCPD acquired 10 interior directional warning light bars for police vehicles
- KPD purchased one Stalker Traffic Data Collector

Public Education

To supplement enforcement efforts, all four county police departments utilized a variety of media to inform the public about speed enforcement efforts, educate about the dangers of speeding and deter speeding.

HPD conducted 175 safety presentations, talking with a total of 36,635 community members about the dangers, consequences and penalties of speeding. KPD strategically displayed banners and signs along county and state roads. HCPD issued news releases to advise motorists to slow down around school zones and to pre-plan driving trips to avoid traffic delays. HCPD also mailed out 301 violation letters to registered owners of vehicles observed to be speeding or driving recklessly.

In all four counties, police deployed speed trailers to further deter speeders. These trailers displayed the speeds of approaching vehicles or were used to display traffic safety messages.

Projects Not Implemented

HDOT did not implement a Speed Media Campaign as we were unable to find or create an impactful campaign. Instead, Hawaii focused its efforts on high visibility speed enforcement.

Traffic Records

With knowledge comes power. Or, in the case of traffic safety, with knowledge comes the ability to do our jobs better. Data is integral in every step of the process of effectively addressing the issues that plague our roadways – from problem identification and knowing what resources to utilize to the evaluation of programs and initiatives. Therefore, it is imperative that our state continues to build and maintain a robust traffic records system.

Throughout Federal Fiscal Year (FFY) 2018, Hawaii's Traffic Records Coordinating Committee (TRCC) met regularly and committed time, funding and resources to the following prioritized projects and initiatives.

State of Hawaii Advanced Crash Analysis (SHACA) System

The Hawaii Department of Transportation's (HDOT) Traffic Safety Section started its long-awaited and long overdue project to build a new crash reporting and analysis system to replace the existing antiquated, outdated database. This new system, known as the State of Hawaii Advanced Crash Analysis (SHACA) system, is a more comprehensive system that will interface with each of the four county police departments, accept electronic crash data and provide analysis reports.

During Phase 1 of the project, HDOT met with the police departments and coordinated activities to prepare for the SHACA interface build. HDOT also worked with the vendor to address the backlog of crash reports and input reports from as far back as 1986. By the end of the FFY, the vendor had developed the following components for SHACA:

- * Crash factors and person factors;
- * Analysis capabilities;
- * Ad hoc reporting; and
- * Standard reporting

At the end of Phase 1, HDOT personnel received training on these components, as well as on building filters, raw data entry, data editing, data queries and report running.

Phase 2 of the project, which includes building interfaces between the police departments and SHACA, is slated for FFY 2019. In addition, the vendor will be loading the Linear Reference System and roadway names, as well as adding geo-locating support, crash mapping and hot spot analysis to the system.

Electronic Citations

Grant funds were used towards equipment, engineering hours and training for the implementation of two electronic citation, or e-citation, projects on Maui and Oahu. The County of Maui moved into Phase 2 of its pilot project, expanding from five e-citation units to 16 units. Fourteen of the units were utilized by Traffic Section officers, while two of the units were assigned to parking enforcement personnel. The Maui Police Department worked to integrate the e-citation “cloud” with the department’s RMS, which enabled the transfer of live e-citation data and eliminated the need for officers to input e-citation information into the database manually.

The Honolulu pilot project kicked off on August 27, 2018 with nine units deployed to officers from the Traffic Division. Between the launch date and the end of the FFY, the Honolulu Police Department (HPD) issued 1,620 e-citations – 1,242 for parking violations, 325 for traffic infractions, 51 for traffic crimes and two for other violations.

Both pilot projects have thus far been successful due to close collaborations between the stakeholders (HDOT, the Hawaii State Judiciary, HPD, the City and County of Honolulu’s Department of the Prosecuting Attorney, Maui Police Department, County of Maui’s Department of the Prosecuting Attorney and Thin Blue Line Reporting) and constant communication to address issues before they escalated.

To date, these agencies have expressed appreciation for the benefits of an e-citation system and reported the following improvements:

- * Clear and easy-to-read citations;
- * Reduction in the time it takes to issue citations on the roads;
- * Improvements in timeliness from citation issuance to entry into the Judiciary’s case management system; and
- * Improvement in deputy prosecutors and staffs’ efficiency in intake and screening of cases.

Data Linkage

For the past five years, the Hawaii State Department of Health (DOH) has been using grant funding to link crash data utilizing a variety of data sources, including the Emergency Medical Services (EMS) patient care reports and Hawaii Health Information Corporation's (HHIC) hospital in-patient medical records.

This data linkage project aimed to glean information such as crash-related injuries, use of protective devices and contributing factors. During this FFY, DOH identified the value of acquiring and incorporating toxicology data from the two laboratory services in the state, which had not previously been analyzed from the injury surveillance perspective. Having this type of data enhanced our understanding of substance use among individuals injured in motor vehicle crashes.

In the Spring of 2018, DOH's EMS and Injury Prevention System Branch (EMSIPSB) initiated initial data analysis using toxicology data. By the Fall of 2018, EMSIPSB was able to compile appropriate data that was shared with multiple traffic safety partners, including attendees at the 2018 MADD Hawaii Drugs & Driving youth conference in Honolulu. For instance, toxicology data provided information regarding the more common substances for which traffic-related injured patients tested positive.

EMSIPSB plans to distribute the available data to its partners in the medical and traffic safety fields to better understand the level of testing for alcohol and drugs among injured patients and the demographics and modalities of those who are injured.

Traffic Records Forum

Representatives from HPD, MPD, HCPD, KPD, HDOT and the County of Maui's Department of the Prosecuting Attorney attended the 44th annual International Forum on Traffic Records and Highway Information Systems in Milwaukee, Wisconsin. The conference provided the Hawaii contingent the opportunity to learn best practices from other states and network with counterparts.

Crash Report Revision

During FFY 2018, the Hawaii TRCC worked on revising the state's Motor Vehicle Accident Report to comply with new federal mandates to change existing terminology from "Non-Incapacitating" to "Suspected Minor Injury" and from "Incapacitating" to "Suspected Serious Injury." Along with these required changes, the TRCC decided to incorporate other changes that would help to collect more relevant and useful data. For instance, the "SFST Results" field box was changed to "Suspected Impairment" and the existing attributes (passed, failed and does not apply) were replaced with "Alcohol," "Drug," "Both" and "None."

Projects Not Implemented

The Department of Motor Vehicles Bar Coding Project was not implemented as the police departments focused on initial phases of the SHACA and e-citation systems this FFY and were not at the point of integrating with the county driver and vehicle databases.