



Highway Safety Improvement Program
Data Driven Decisions

Hawaii
Highway Safety Improvement Program
2014 Annual Report

Prepared by: HI

Disclaimer

Protection of Data from Discovery & Admission into Evidence

23 U.S.C. 148(h)(4) states “Notwithstanding any other provision of law, reports, surveys, schedules, lists, or data compiled or collected for any purpose relating to this section [HSIP], shall not be subject to discovery or admitted into evidence in a Federal or State court proceeding or considered for other purposes in any action for damages arising from any occurrence at a location identified or addressed in the reports, surveys, schedules, lists, or other data.”

23 U.S.C. 409 states “Notwithstanding any other provision of law, reports, surveys, schedules, lists, or data compiled or collected for the purpose of identifying, evaluating, or planning the safety enhancement of potential accident sites, hazardous roadway conditions, or railway-highway crossings, pursuant to sections 130, 144, and 148 of this title or for the purpose of developing any highway safety construction improvement project which may be implemented utilizing Federal-aid highway funds shall not be subject to discovery or admitted into evidence in a Federal or State court proceeding or considered for other purposes in any action for damages arising from any occurrence at a location mentioned or addressed in such reports, surveys, schedules, lists, or data.”

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Executive Summary

State of Hawaii 2014 23 U.S.C. 148(g)

Annual Highway Safety Improvement Program Report

The State of Hawaii is focusing on the reduction of the number of traffic deaths and serious injuries.

The State of Hawaii has benefited by the ability to use HSIP Flex Funding to address non-infrastructure safety projects.

Introduction

The Highway Safety Improvement Program (HSIP) is a core Federal-aid program with the purpose of achieving a significant reduction in fatalities and serious injuries on all public roads. As per 23 U.S.C. 148(h) and 23 CFR 924.15, States are required to report annually on the progress being made to advance HSIP implementation and evaluation efforts. The format of this report is consistent with the HSIP MAP-21 Reporting Guidance dated February 13, 2013 and consists of four sections: program structure, progress in implementing HSIP projects, progress in achieving safety performance targets, and assessment of the effectiveness of the improvements.

Program Structure

Program Administration

How are Highway Safety Improvement Program funds allocated in a State?

Central

District

Other

Describe how local roads are addressed as part of Highway Safety Improvement Program.

High accident listings and accident data for county roads are submitted to the county offices for internal design use. Local agencies can submit project proposals to be considered on the Statewide Transportation Improvement Program (STIP) and the projects can be funded through HSIP funds if they are cost-effective. In addition, HRRRP Funds were offered to the counties in January 2008.

Identify which internal partners are involved with Highway Safety Improvement Program planning.

- Design
- Planning
- Maintenance
- Operations
- Governors Highway Safety Office
- Other: Other-Highway Safety Office assists with the management of non-infrastructure HSIP funds.

Briefly describe coordination with internal partners.

The HSIP projects are initiated through the analysis of crash data and traffic volume counts obtained by the Planning Branch. The HSIP project locations are evaluated to determine if other projects submitted by internal partners (Design, Planning, Maintenance, or Operations) can be coordinated or project scope can be incorporated within existing projects.

Internal partners assist with project selection preparation of preliminary project scope through field investigations. Partners from the offices of design, maintenance and law enforcement participate in the preliminary project scope.

The Highway Safety Office proposes non-infrastructure projects to be funded through HSIP flex funding.

Identify which external partners are involved with Highway Safety Improvement Program planning.

- Metropolitan Planning Organizations
- Governors Highway Safety Office
- Local Government Association
- Other: Other-Police departments

Identify any program administration practices used to implement the HSIP that have changed since the last reporting period.

- Multi-disciplinary HSIP steering committee
- Other: Other-Police involvement in preliminary project scoping.

Describe any other aspects of Highway Safety Improvement Program Administration on which you would like to elaborate.

Statewide projects are submitted to be considered on the STIP.

Focus is more on corridor low-cost safety improvements versus black spots.

Program Methodology

Select the programs that are administered under the HSIP.

- | | | |
|--------------------------------------------|-----------------------------------------------------|-----------------------------------------------------------|
| <input type="checkbox"/> Median Barrier | <input type="checkbox"/> Intersection | <input type="checkbox"/> Safe Corridor |
| <input type="checkbox"/> Horizontal Curve | <input type="checkbox"/> Bicycle Safety | <input type="checkbox"/> Rural State Highways |
| <input type="checkbox"/> Skid Hazard | <input checked="" type="checkbox"/> Crash Data | <input type="checkbox"/> Red Light Running Prevention |
| <input type="checkbox"/> Roadway Departure | <input type="checkbox"/> Low-Cost Spot Improvements | <input type="checkbox"/> Sign Replacement And Improvement |
| <input type="checkbox"/> Local Safety | <input type="checkbox"/> Pedestrian Safety | <input type="checkbox"/> Right Angle Crash |
| <input type="checkbox"/> Left Turn Crash | <input type="checkbox"/> Shoulder Improvement | <input type="checkbox"/> Segments |
| <input type="checkbox"/> Other: | | |

Program: Crash Data

Date of Program Methodology: 9/9/2006

What data types were used in the program methodology?

Crashes

All crashes

Fatal crashes only

Fatal and serious injury
crashes only

Other

Exposure

Traffic

Volume

Population

Lane miles

Other

Roadway

Median width

Horizontal curvature

Functional classification

Roadside features

Other

What project identification methodology was used for this program?

Crash frequency

Expected crash frequency with EB adjustment

Equivalent property damage only (EPDO Crash frequency)

EPDO crash frequency with EB adjustment

Relative severity index

Crash rate

Critical rate

Level of service of safety (LOSS)

- Excess expected crash frequency using SPFs
- Excess expected crash frequency with the EB adjustment
- Excess expected crash frequency using method of moments
- Probability of specific crash types
- Excess proportions of specific crash types
- Other-Crash severity

Are local roads (non-state owned and operated) included or addressed in this program?

- Yes
- No

If yes, are local road projects identified using the same methodology as state roads?

- Yes
- No

If no, describe the methodology used to identify local road projects as part of this program.

The listings for county roads are ranked according to the accident frequency instead of the rates because of the lack of traffic volume data.

How are highway safety improvement projects advanced for implementation?

- Competitive application process
- Selection committee
- Other-Submitted to be included in the STIP. Follow with collaboration with Districts.

Select the processes used to prioritize projects for implementation. For the methods selected, indicate the relative importance of each process in project prioritization. Enter either the weights or numerical rankings. If weights are entered, the sum must equal 100. If ranks are entered, indicate ties by giving both processes the same rank and skip the next highest rank (as an example: 1, 2, 2, 4).

- Relative Weight in Scoring

Rank of Priority Consideration

- Ranking based on B/C 2
- Available funding 3
- Incremental B/C
- Ranking based on net benefit
- Cost Effectiveness 1

What proportion of highway safety improvement program funds address systemic improvements?

0

Highway safety improvement program funds are used to address which of the following systemic improvements?

- | | |
|-------------------------------------------------------------------|------------------------------------------------------------------------------|
| <input type="checkbox"/> Cable Median Barriers | <input type="checkbox"/> Rumble Strips |
| <input type="checkbox"/> Traffic Control Device Rehabilitation | <input type="checkbox"/> Pavement/Shoulder Widening |
| <input type="checkbox"/> Install/Improve Signing | <input type="checkbox"/> Install/Improve Pavement Marking and/or Delineation |
| <input type="checkbox"/> Upgrade Guard Rails | <input type="checkbox"/> Clear Zone Improvements |
| <input type="checkbox"/> Safety Edge | <input type="checkbox"/> Install/Improve Lighting |
| <input type="checkbox"/> Add/Upgrade/Modify/Remove Traffic Signal | <input type="checkbox"/> Other |

What process is used to identify potential countermeasures?

- Engineering Study
- Road Safety Assessment
- Other:

Identify any program methodology practices used to implement the HSIP that have changed since the last reporting period.

- Highway Safety Manual
- Road Safety audits
- Systemic Approach
- Other: Other-None

Describe any other aspects of the Highway Safety Improvement Program methodology on which you would like to elaborate.

During this period, run off roadway and median crossover type accidents were targeted. HDOT is currently focusing on reducing fatalities and serious injury type accidents by implementing low-cost safety improvement projects along corridors with a history of these types of accidents. In Hawaii, these types of accidents have a greater potential of reducing fatalities and serious injury accidents cost-effectively, in comparison to "black spot" type projects. HDOT is collaborating with the University of Hawaii to develop a Systemic Roadway Departure Plan.

With the development of this plan, HDOT hopes to address more systemic safety improvements with proven low-cost safety countermeasures.

Progress in Implementing Projects

Funds Programmed

Reporting period for Highway Safety Improvement Program funding.

- Calendar Year
- State Fiscal Year
- Federal Fiscal Year

Enter the programmed and obligated funding for each applicable funding category.

Funding Category	Programmed*		Obligated	
HSIP (Section 148)	1929600	17 %	843625	11 %
HRRRP (SAFETEA-LU)	1350000	12 %	0	0 %
HRRR Special Rule				
Penalty Transfer - Section 154	3515406	31 %	3460913	47 %
Penalty Transfer - Section 164	3515406	31 %	1929318	26 %
Incentive Grants - Section 163				
Incentive Grants (Section 406)				
Other Federal-aid Funds (i.e. STP, NHPP)				
State and Local Funds				

Other Other RHCP	1179450	10 %	1179450	16 %
Totals	11489862	100%	7413306	100%

How much funding is programmed to local (non-state owned and maintained) safety projects?

\$1,350,000.00

How much funding is obligated to local safety projects?

\$0.00

How much funding is programmed to non-infrastructure safety projects?

\$3,012,066.00

How much funding is obligated to non-infrastructure safety projects?

\$2,265,000.00

How much funding was transferred in to the HSIP from other core program areas during the reporting period?

\$0.00

How much funding was transferred out of the HSIP to other core program areas during the reporting period?

\$0.00

Discuss impediments to obligating Highway Safety Improvement Program funds and plans to overcome this in the future.

The penalty transfer is impacting the HSIP core obligation rate. Our administration plans to introduce legislation to attain compliance. Systemic Roadway Departure Program may improve the obligation of funds when developed and implemented. We would like to have more projects initiated and assigned for design and construction. There is an inability of design staff to handle the workload. Areas such as: 106, right-of-way, and environmental requirements delay projects.

Please note that although the reporting period for the HSIP funding is for FFY 2014, the funding amounts reported in the previous questions are reported as of August 2014.

Describe any other aspects of the general Highway Safety Improvement Program implementation progress on which you would like to elaborate.

Progress of all HSIP projects is monitored very closely. HSIP program staff follow-up with project managers and fiscal staff on a regular basis to track project schedules and make adjustments and modifications to the program to minimize the potential for lapsing funds, as well as spend HSIP funds efficiently.

General Listing of Projects

List each highway safety improvement project obligated during the reporting period.

Project	Improvement Category	Output	HSIP Cost	Total Cost	Funding Category	Functional Classification	AADT	Speed	Roadway Ownership	Relationship to SHSP	
										Emphasis Area	Strategy
Keeau-Pahoia Rd Int Improvement at Old Govt Rd	Intersection traffic control Modify control - all-way stop to roundabout	1 Number s	506675 1	506675 1	Penalty Transfer - Section 164	Rural Minor Arterial	1130 0	45	State Highway Agency	Intersections	Improving the design and operation of highway intersections
Kekaulike Ave Resurf, Haleakala to Kula	Roadway Rumble strips - edge or shoulder	3 Miles	832458	832458	HSIP (Section 148)	Rural Major Collector	1100	30	State Highway Agency	Lane Departure	Install rumble strips
Mokulele Hwy PPM, Kuihelani Hwy to MHS	Roadway Rumble strips - edge or shoulder	4 Miles	126441	126441	Penalty Transfer - Section 154	Urban Principal Arterial - Other Freeways and Expressways	2902 1	45	State Highway Agency	Lane Departure	Install rumble strips

Non-Infrastructure Flex	Non-Infrastructure Non-Infrastructure - other		2265000	2265000	Penalty Transfer - Section 154					All Emphasis Areas	Education and Enforcement

Progress in Achieving Safety Performance Targets

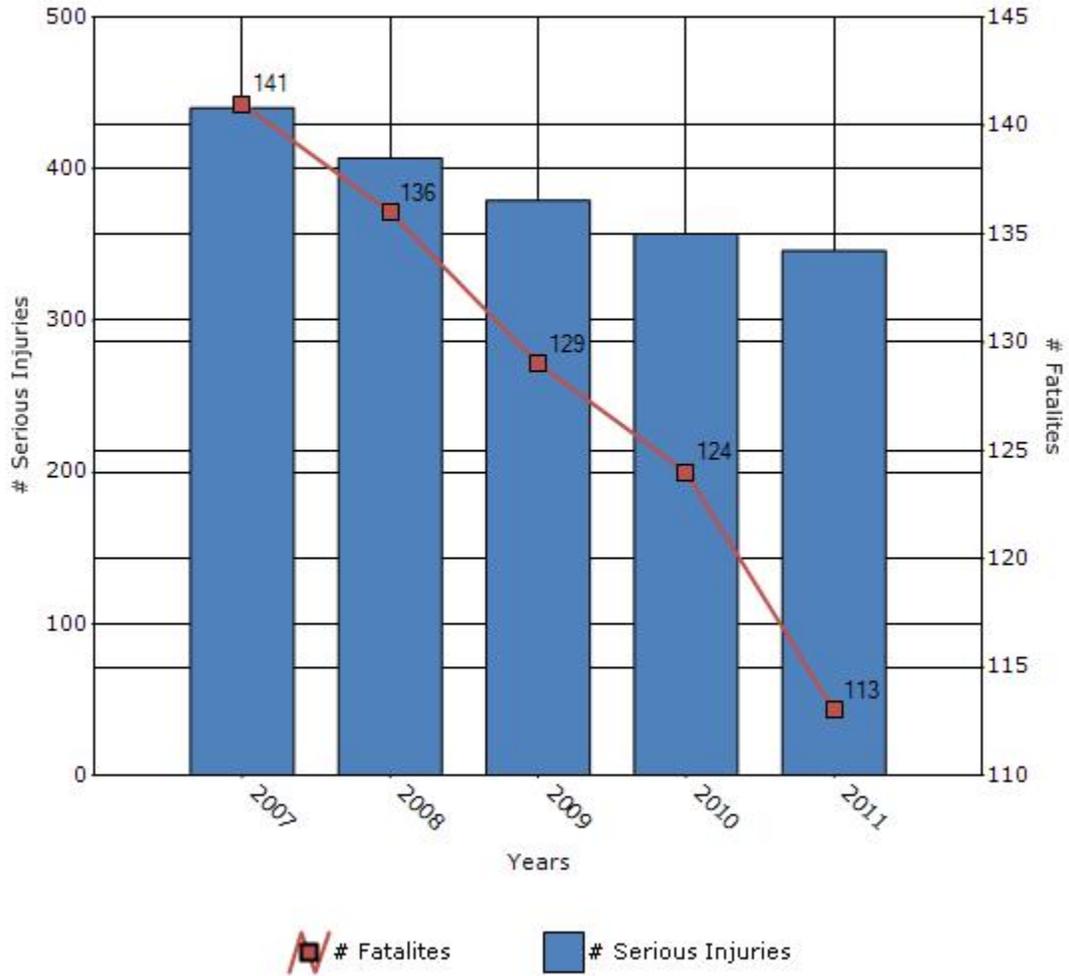
Overview of General Safety Trends

Present data showing the general highway safety trends in the state for the past five years.

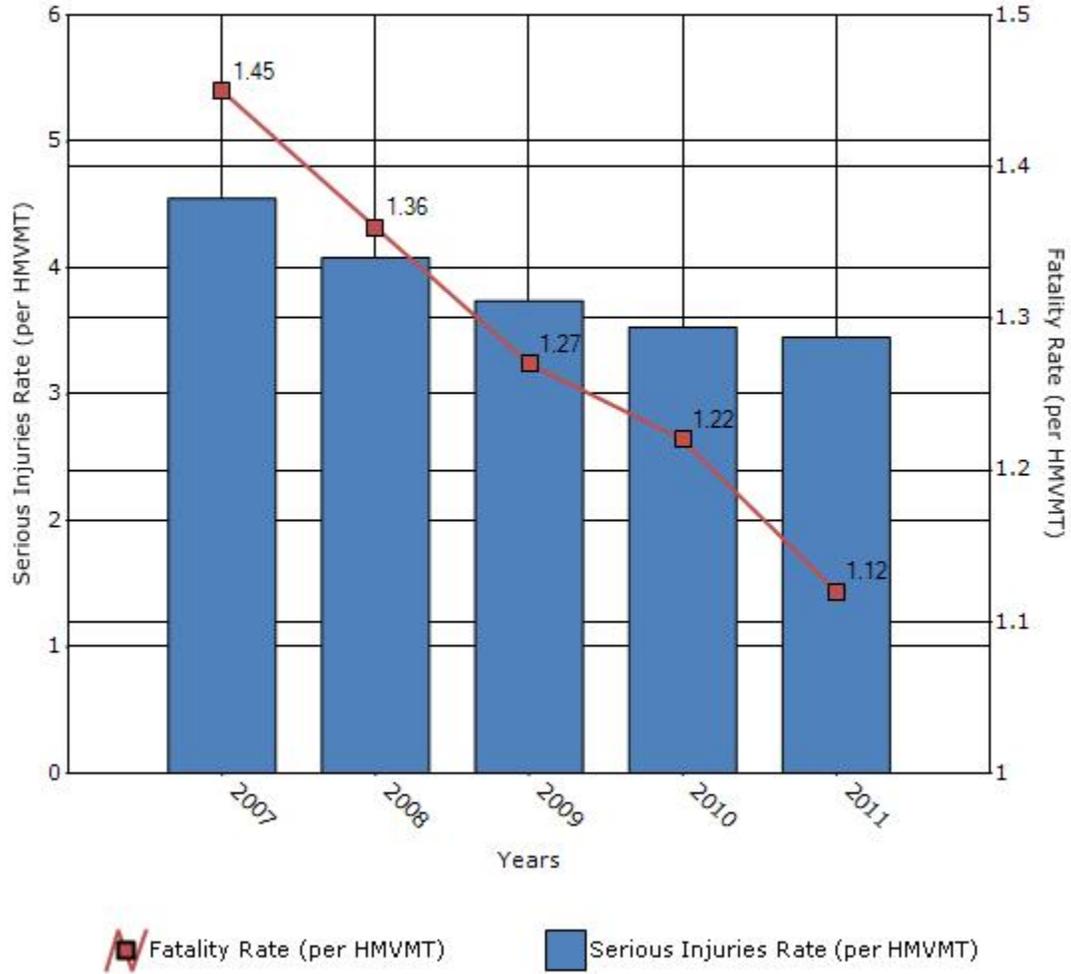
Performance Measures*	2007	2008	2009	2010	2011
Number of fatalities	141	136	129	124	113
Number of serious injuries	440	407	379	357	346
Fatality rate (per HMVMT)	1.45	1.36	1.27	1.22	1.12
Serious injury rate (per HMVMT)	4.55	4.08	3.74	3.53	3.45

*Performance measure data is presented using a five-year rolling average.

Number of Fatalities and Serious injuries for the Last Five Years



Rate of Fatalities and Serious injuries for the Last Five Years



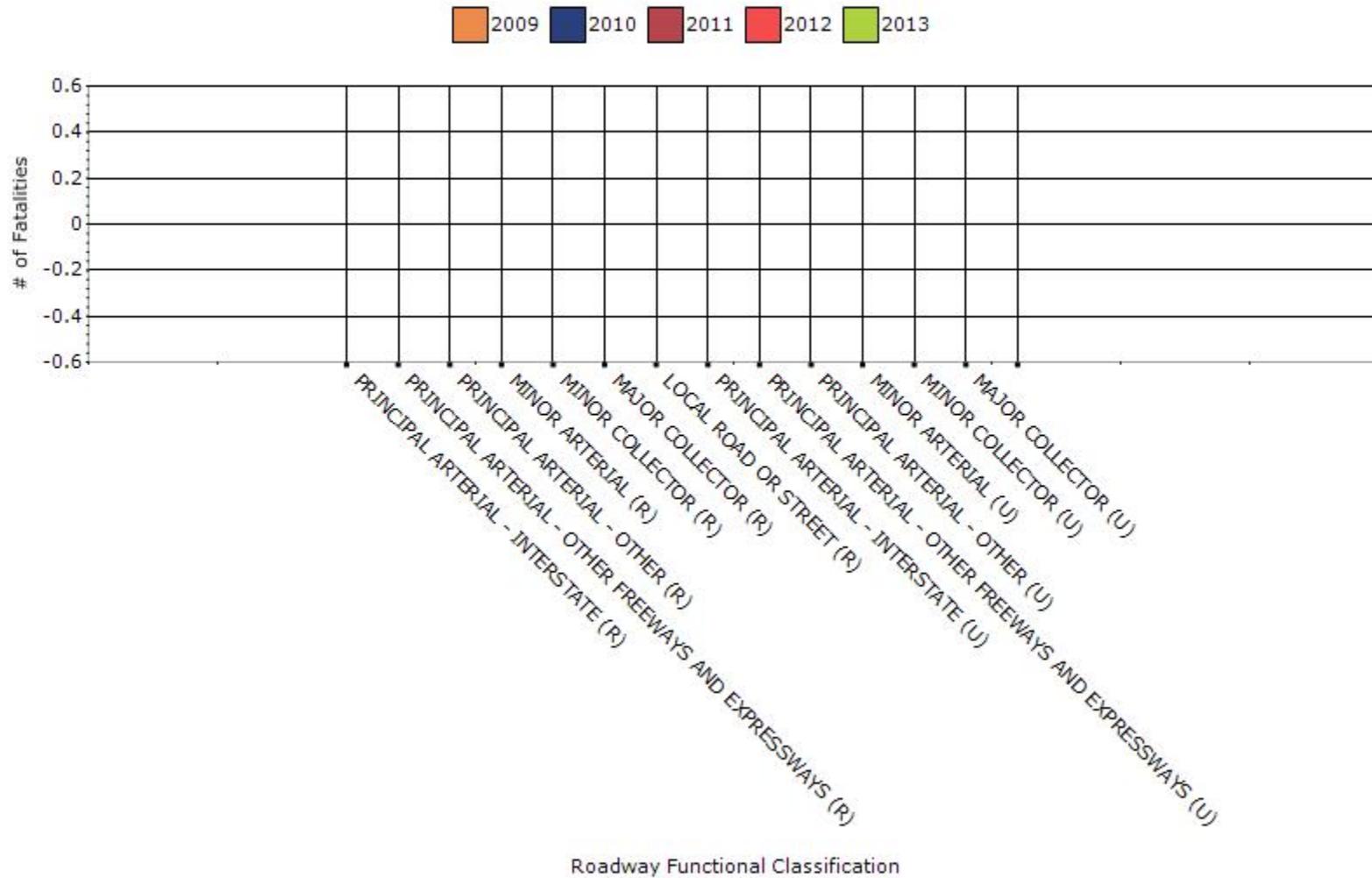
To the maximum extent possible, present performance measure* data by functional classification and ownership.

Year - 2013

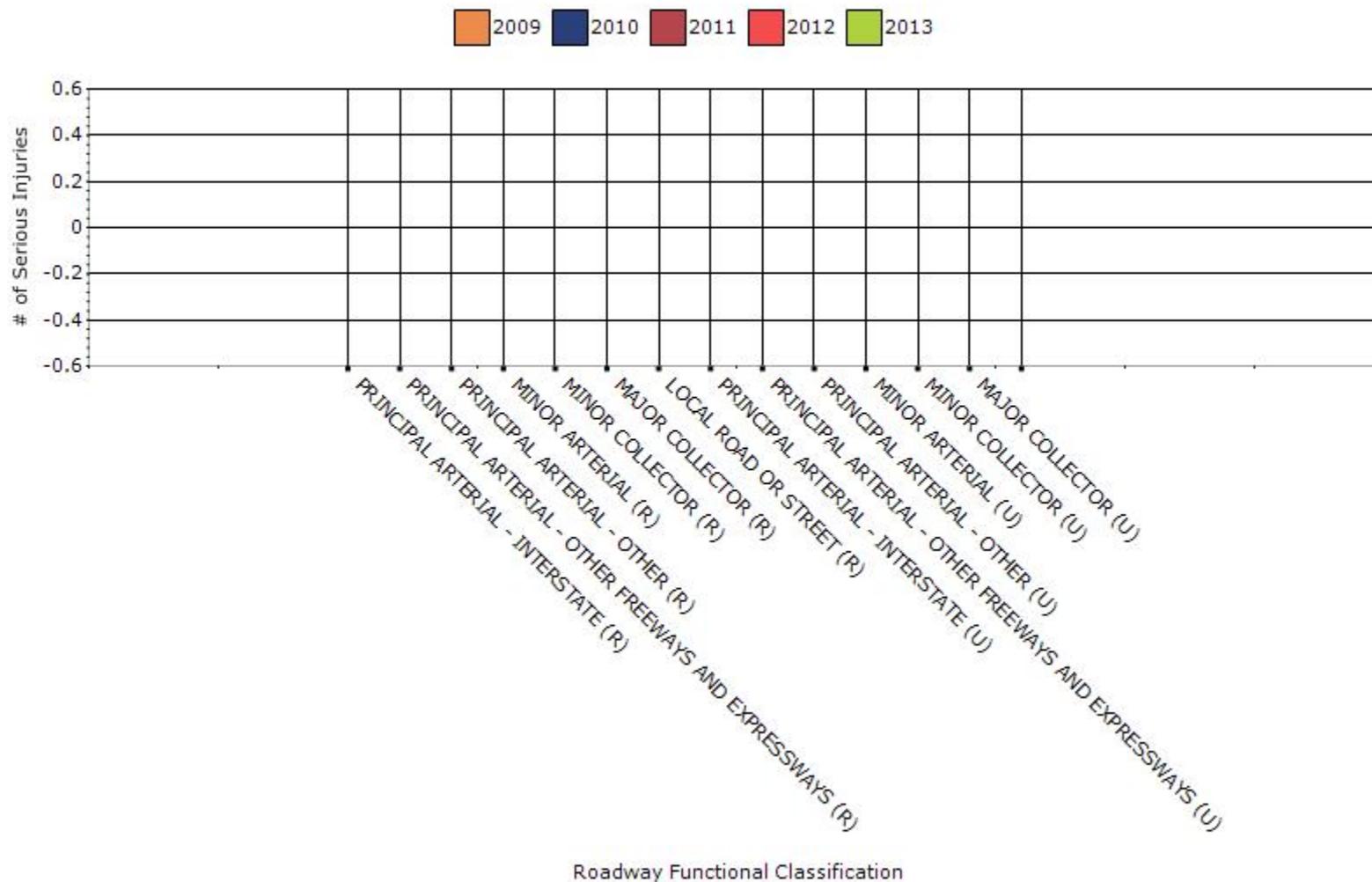
Function Classification	Number of fatalities	Number of serious injuries	Fatality rate (per HMVMT)	Serious injury rate (per HMVMT)
RURAL PRINCIPAL ARTERIAL - INTERSTATE	0	0	0	0
RURAL PRINCIPAL ARTERIAL - OTHER FREEWAYS AND EXPRESSWAYS	0	0	0	0
RURAL PRINCIPAL ARTERIAL - OTHER	0	0	0	0
RURAL MINOR ARTERIAL	0	0	0	0
RURAL MINOR COLLECTOR	0	0	0	0
RURAL MAJOR COLLECTOR	0	0	0	0
RURAL LOCAL ROAD OR STREET	0	0	0	0
URBAN PRINCIPAL	0	0	0	0

ARTERIAL - INTERSTATE				
URBAN PRINCIPAL ARTERIAL - OTHER FREEWAYS AND EXPRESSWAYS	0	0	0	0
URBAN PRINCIPAL ARTERIAL - OTHER	0	0	0	0
URBAN MINOR ARTERIAL	0	0	0	0
URBAN MINOR COLLECTOR	0	0	0	0
URBAN MAJOR COLLECTOR	0	0	0	0
OTHER - UNABLE TO PROVIDE INFORMATION AT THIS TIME.	0	0	0	0

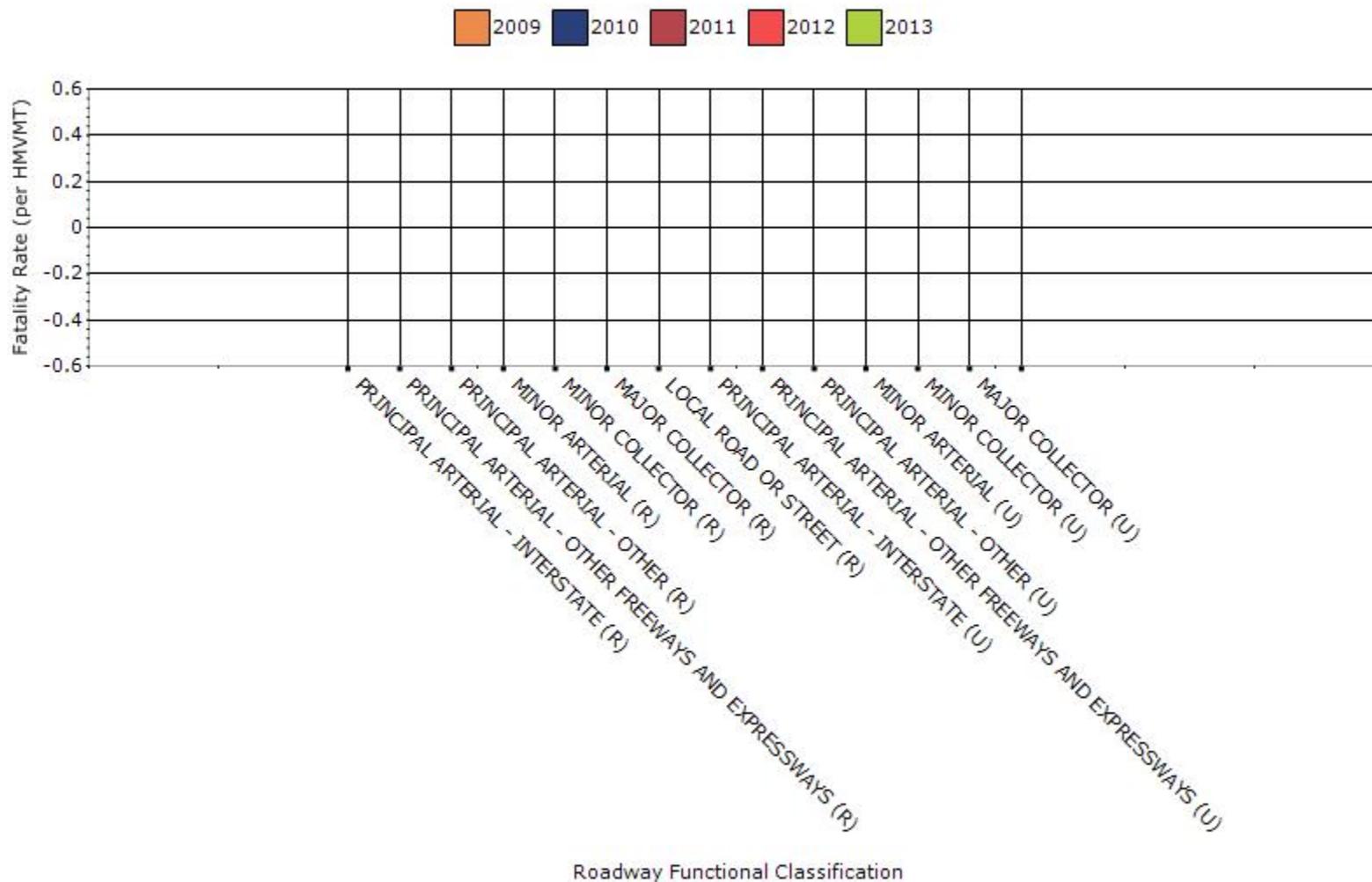
Fatalities by Roadway Functional Classification



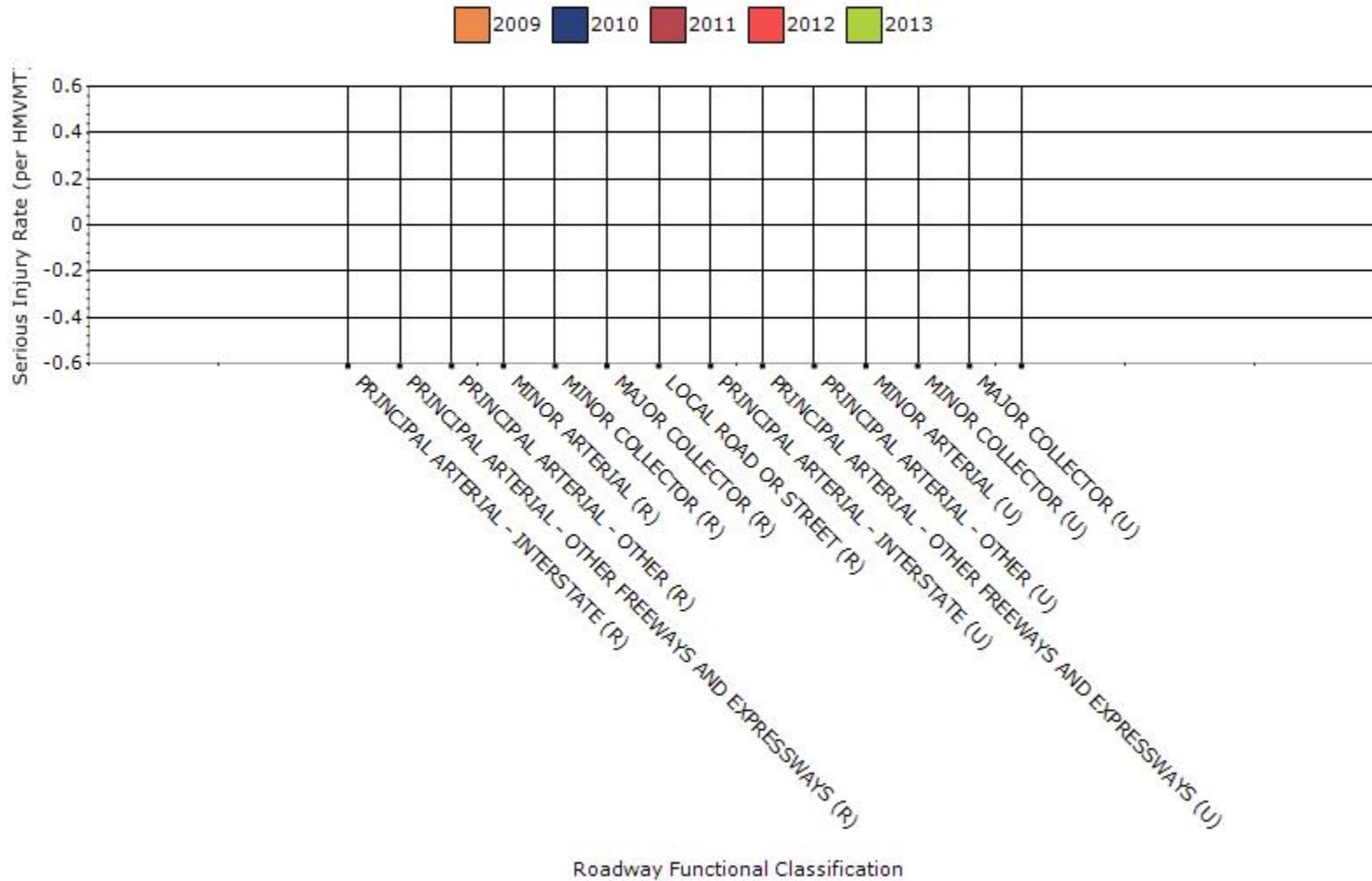
Serious Injuries by Roadway Functional Classification



Fatality Rate by Roadway Functional Classification



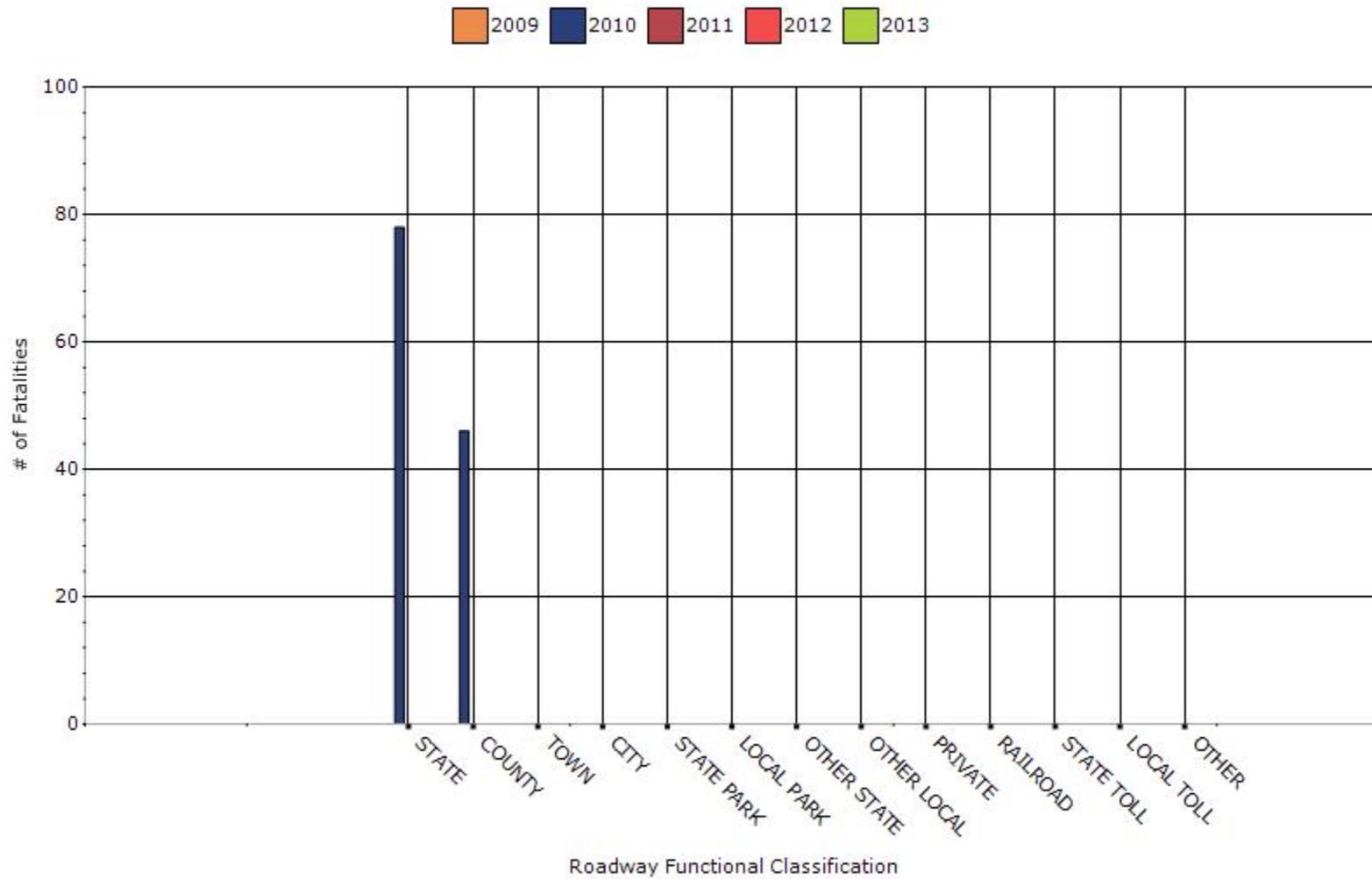
Serious Injury Rate by Roadway Functional Classification



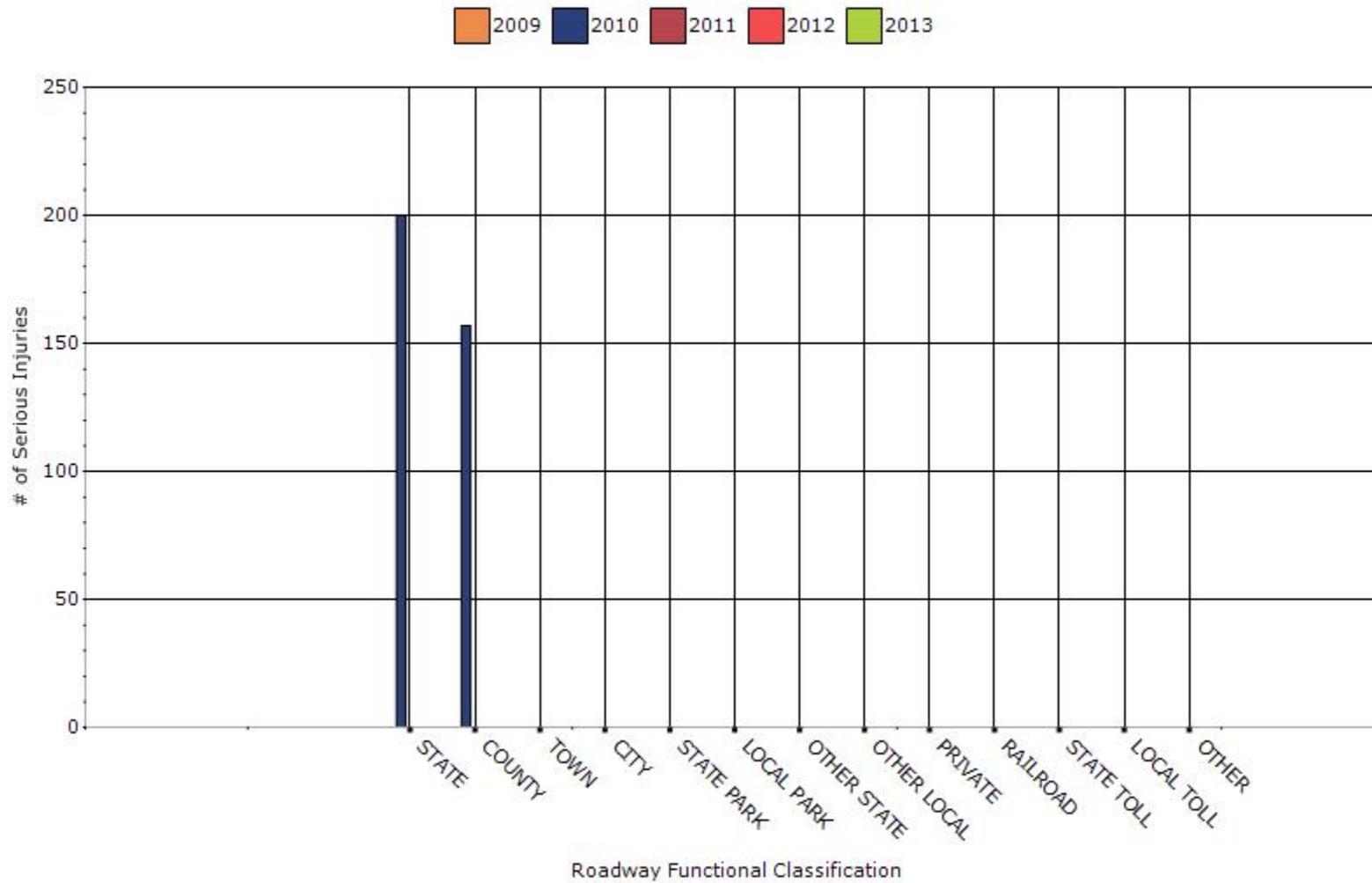
Year - 2010

Roadway Ownership	Number of fatalities	Number of serious injuries	Fatality rate (per HMVMT)	Serious injury rate (per HMVMT)
STATE HIGHWAY AGENCY	78	200	0.78	2
COUNTY HIGHWAY AGENCY	46	157	0.46	1.57
TOWN OR TOWNSHIP HIGHWAY AGENCY	0	0	0	0
CITY OF MUNICIPAL HIGHWAY AGENCY	0	0	0	0
STATE PARK, FOREST, OR RESERVATION AGENCY	0	0	0	0
LOCAL PARK, FOREST OR RESERVATION AGENCY	0	0	0	0
OTHER STATE AGENCY	0	0	0	0
OTHER LOCAL AGENCY	0	0	0	0
PRIVATE (OTHER THAN RAILROAD)	0	0	0	0
RAILROAD	0	0	0	0
STATE TOLL AUTHORITY	0	0	0	0
LOCAL TOLL AUTHORITY	0	0	0	0
OTHER PUBLIC INSTRUMENTALITY (E.G. AIRPORT, SCHOOL, UNIVERSITY)	0	0	0	0

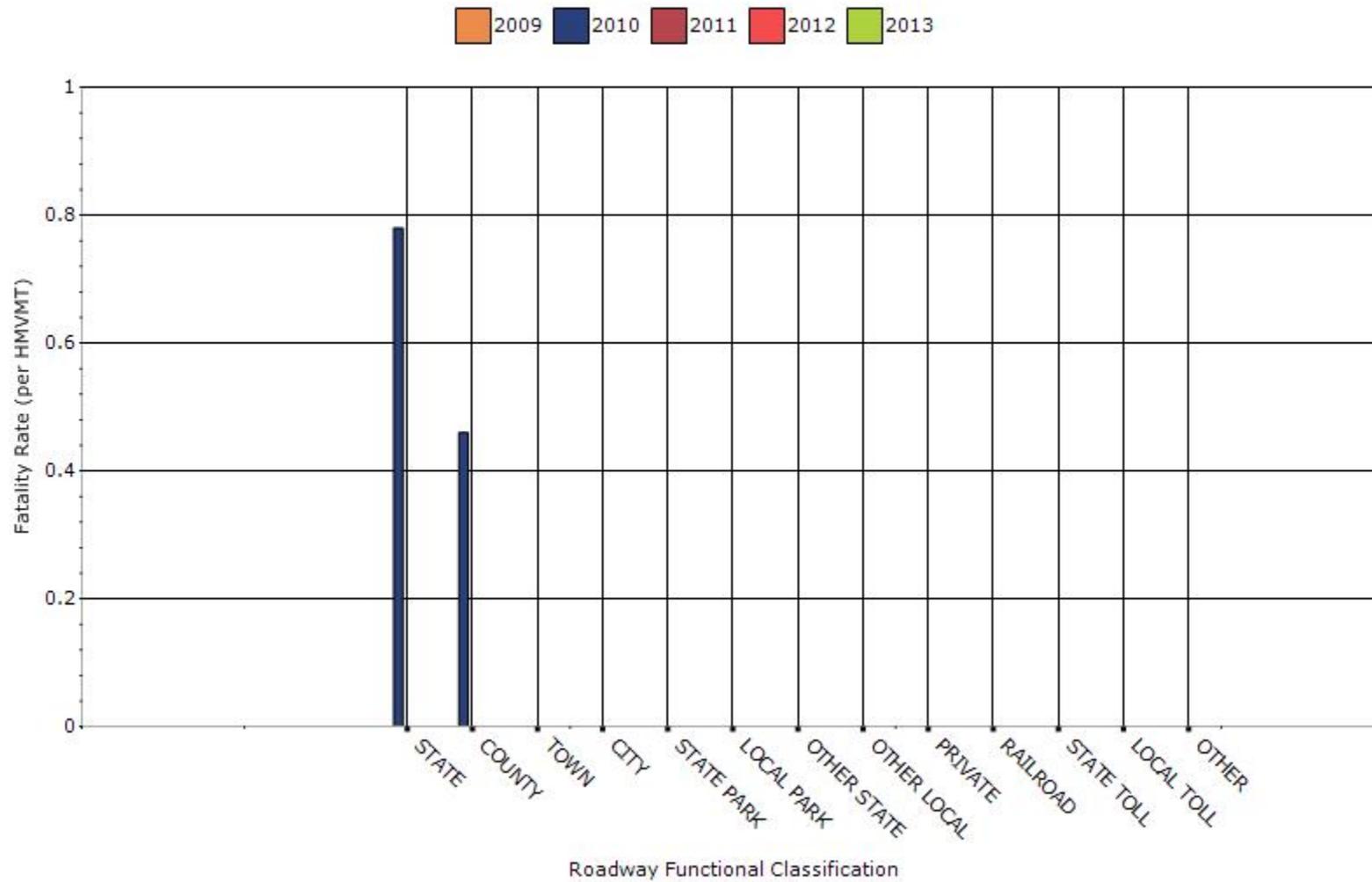
Number of Fatalities by Roadway Ownership



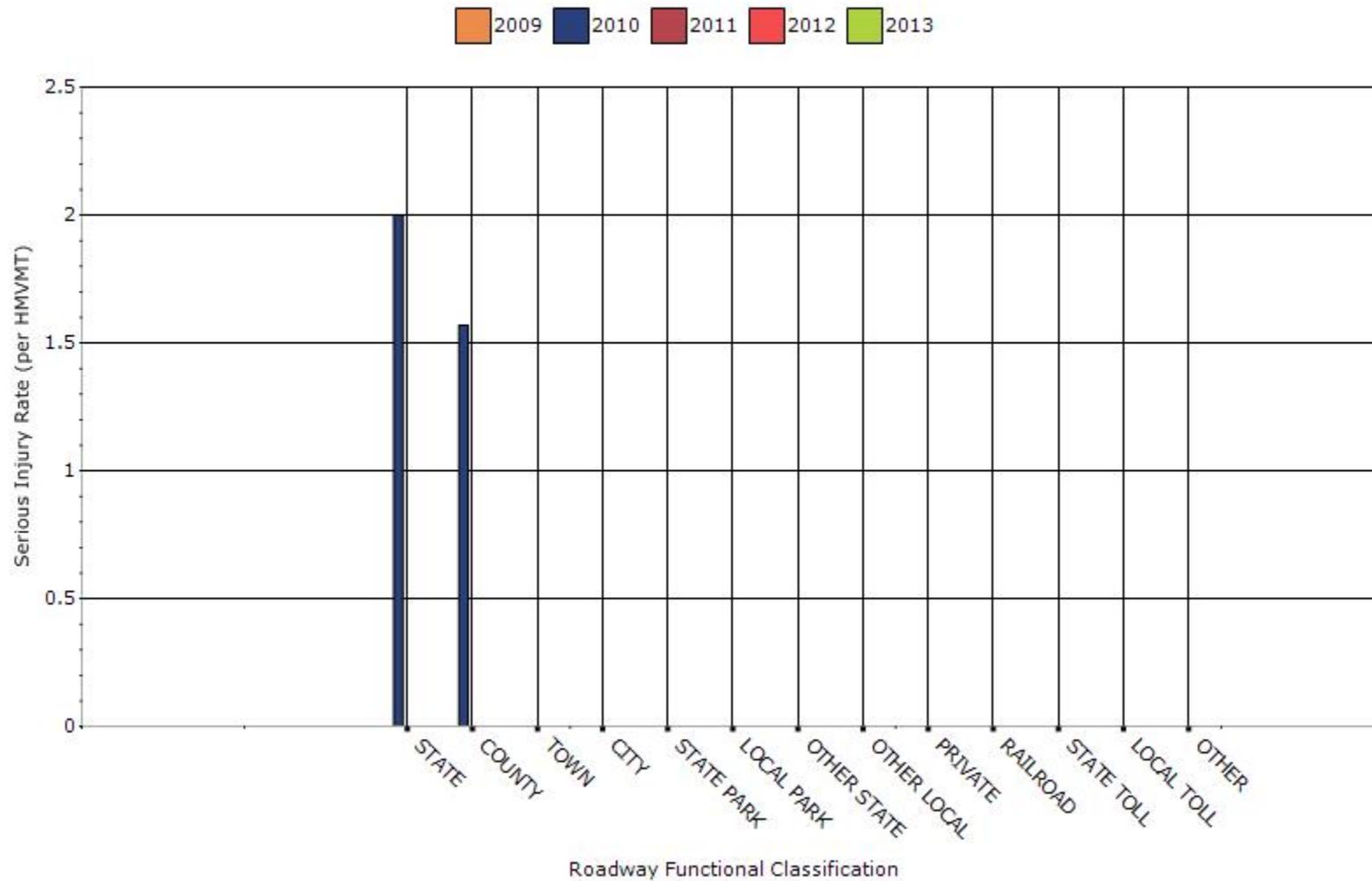
Number of Serious Injuries by Roadway Ownership



Fatality Rate by Roadway Ownership



Serious Injury Rate by Roadway Ownership



Describe any other aspects of the general highway safety trends on which you would like to elaborate.

An uptrend in the statistics should not imply a decrease in safety of the infrastructure. The economy is not accounted for in these figures, yet it has a significant impact on driver behavior and safety on the roadways.

We are unable to provide information at this time for functional classification.

Application of Special Rules

Present the rate of traffic fatalities and serious injuries per capita for drivers and pedestrians over the age of 65.

Older Driver Performance Measures	2009	2010	2011	2012	2013
Fatality rate (per capita)	0.12	0.11	0.11	0	0
Serious injury rate (per capita)	0.12	0.13	0.15	0	0
Fatality and serious injury rate (per capita)	0.24	0.24	0.26	0.26	0

*Performance measure data is presented using a five-year rolling average.

** Please note that 2012 & 2013 data is unavailable at this time. However, 5-yr performance measure data table above requires value in the 2012 fatality and serious injury rate to update the table.

Calculation Rate for 2007 - 2011 Fatality and Serious Injury Rate =

[(F+SI 2007 Drivers and Pedestrians 65 years of age and older/2007 population figure) +

(F+SI 2008 Drivers and Pedestrians 65 years of age and older/2008 population figure) +

(F+SI 2009 Drivers and Pedestrians 65 years of age and older/2009 population figure) +

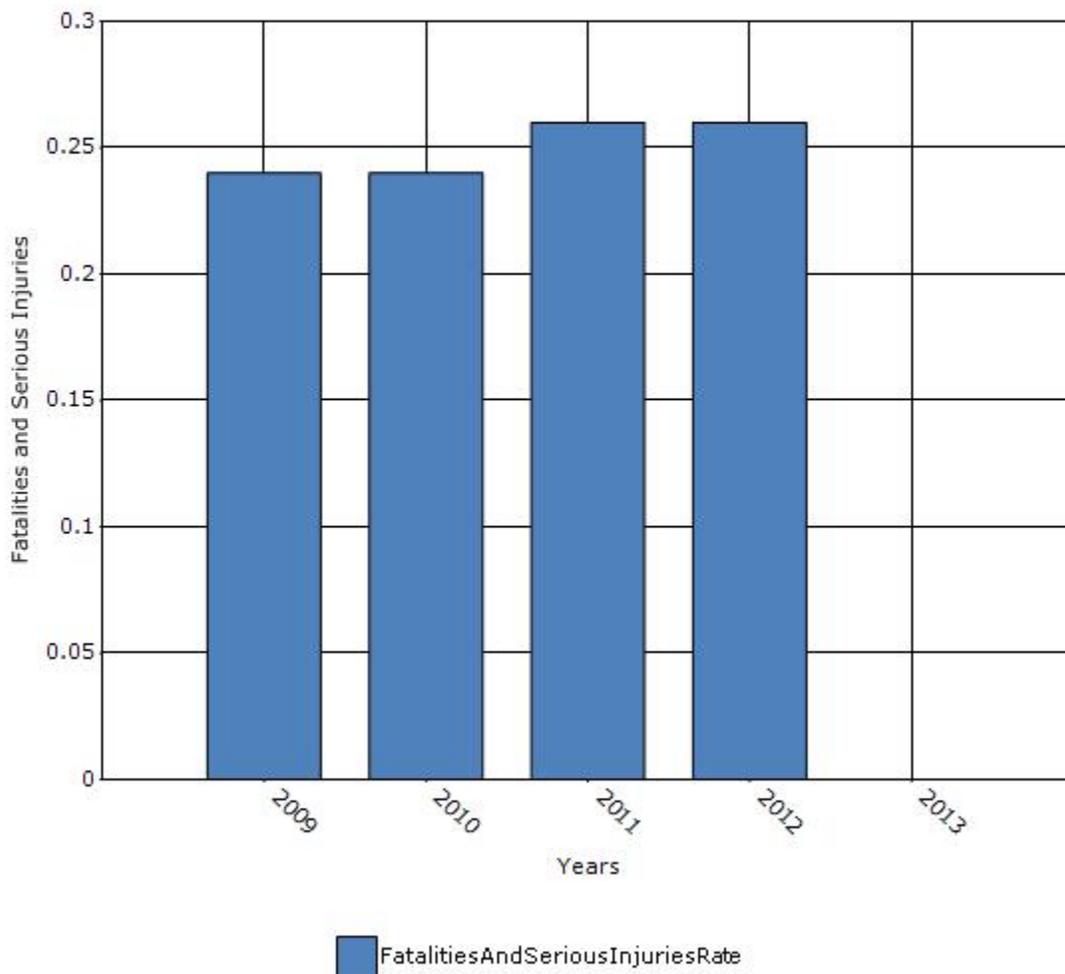
(F+SI 2010 Drivers and Pedestrians 65 years of age and older/2010 population figure) +

(F+SI 2011 Drivers and Pedestrians 65 years of age and older/2011 population figure)]/5

2007 - 2011: $[(36/144)+(40/147)+(20/146)+(40/145)+(55/148)]/5 = .2613$

* Program requires a value be entered for 2012 so 2011 value was reentered.

Rate of Fatalities and Serious injuries for the Last Five Years



Does the older driver special rule apply to your state?

Yes

If yes, describe the approach to include respective strategies to address the increase in those rates in the State SHSP.

This is the first year that the older driver special rule applies to Hawaii.

With the updated SHSP plan to be completed soon, we will look into the possibility of introducing this concern as a new potential emphasis area in the future.

In one of the existing emphasis areas in Hawaii's SHSP (Lane Departure and Intersection Safety), there is a strategy that addresses the older drivers. That strategy is:

Install signs that make it easier for older drivers to see and respond (e.g. retroreflective sheeting, new font styles, etc.)

This is the first year that the older driver special rule applies to Hawaii.

With the updated SHSP plan to be completed this month, we will look into introducing this concern as a new potential emphasis area.

Assessment of the Effectiveness of the Improvements (Program Evaluation)

What indicators of success can you use to demonstrate effectiveness and success in the Highway Safety Improvement Program?

- None
- Benefit/cost
- Policy change
- Other:

What significant programmatic changes have occurred since the last reporting period?

- Shift Focus to Fatalities and Serious Injuries
- Include Local Roads in Highway Safety Improvement Program
- Organizational Changes
- None
- Other:

Briefly describe significant program changes that have occurred since the last reporting period.

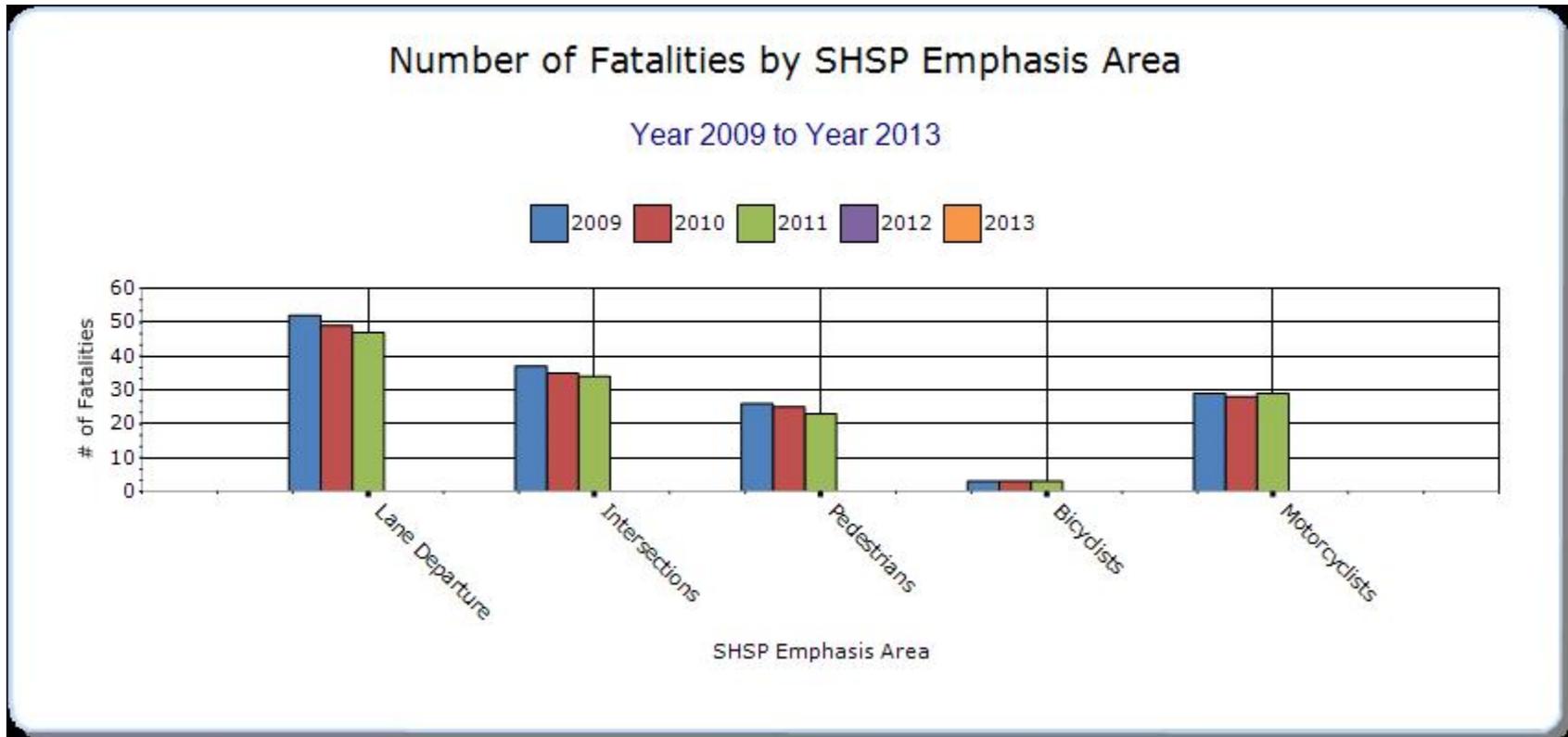
No significant program changes since last reporting period.

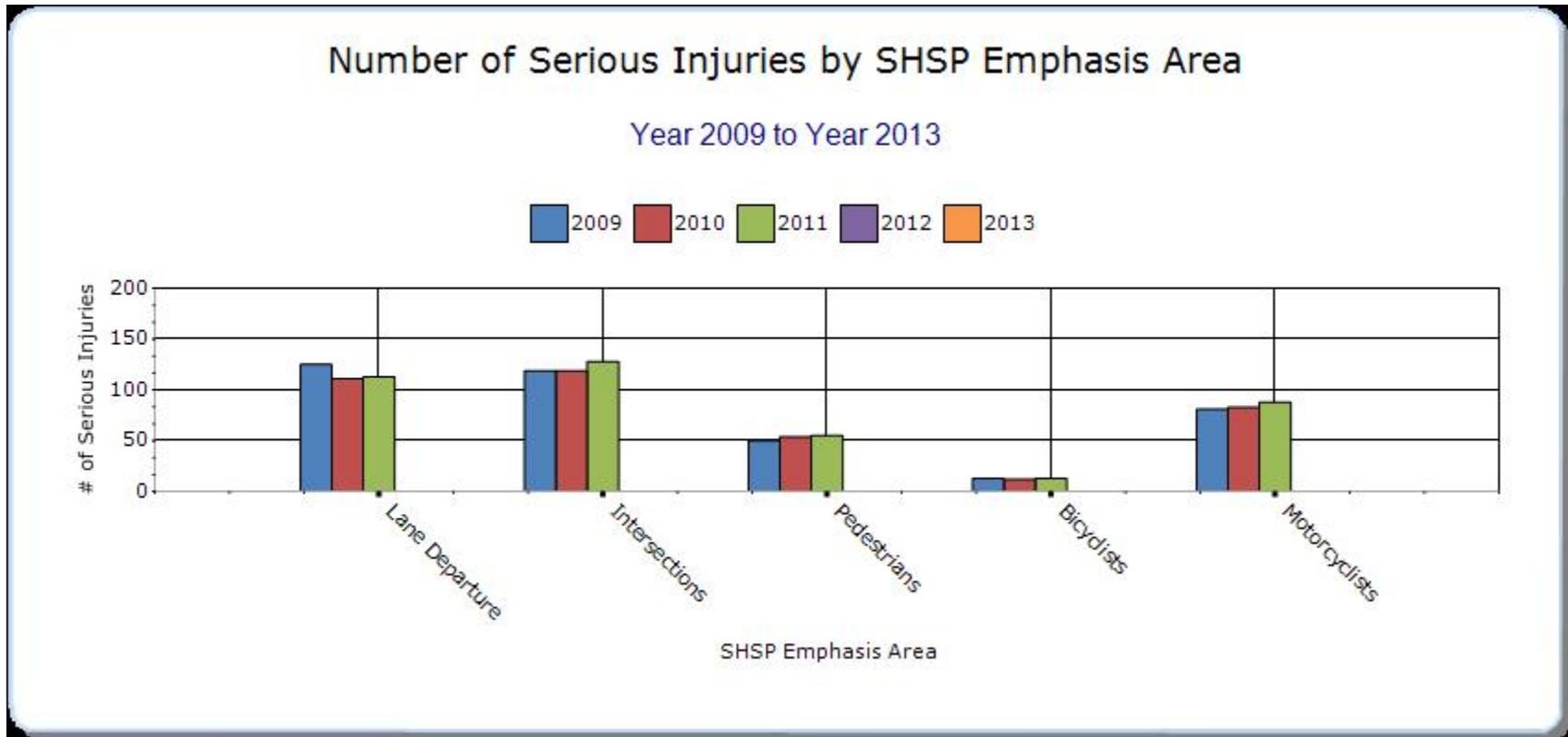
SHSP Emphasis Areas

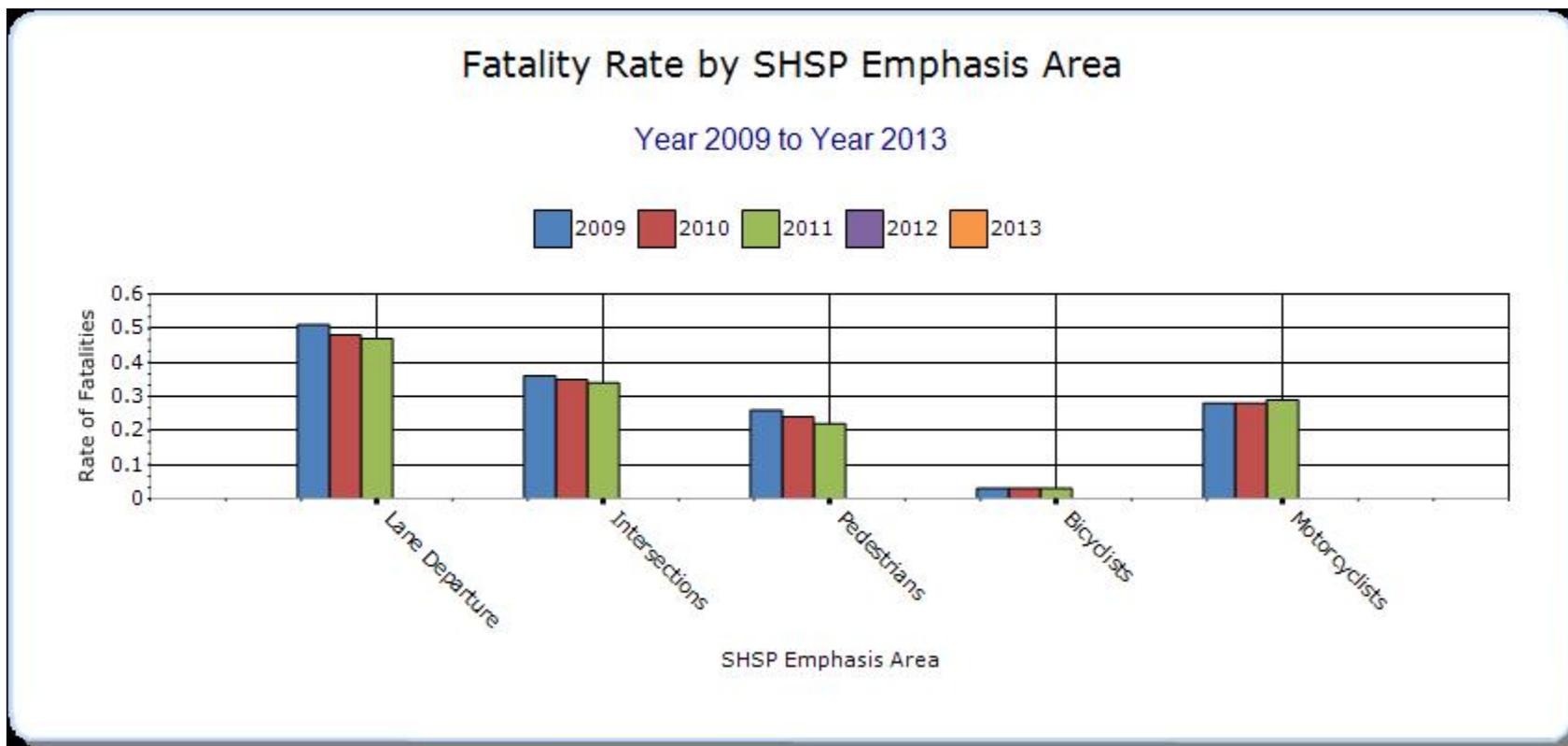
For each SHSP emphasis area that relates to the HSIP, present trends in emphasis area performance measures.

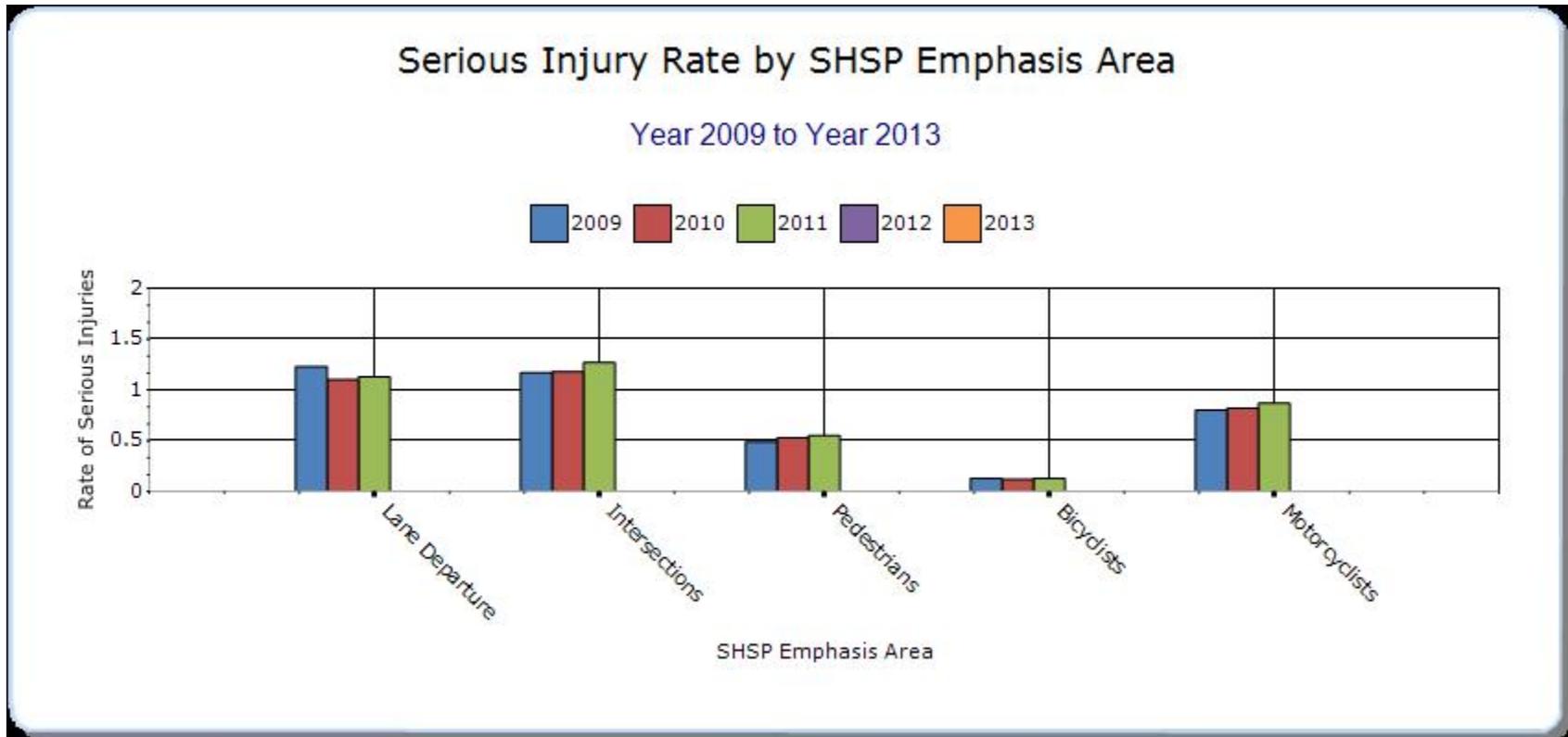
Year - 2011

HSIP-related SHSP Emphasis Areas	Target Crash Type	Number of fatalities	Number of serious injuries	Fatality rate (per HMVMT)	Serious injury rate (per HMVMT)	Other-1	Other-2	Other-3
Lane Departure	Run off road and cross centerline	47	113	0.47	1.13	0	0	0
Intersections	All	34	128	0.34	1.27	0	0	0
Pedestrians	Vehicle/pedestrian	23	55	0.22	0.55	0	0	0
Bicyclists	Vehicle/bicycle	3	13	0.03	0.13	0	0	0
Motorcyclists	All	29	88	0.29	0.87	0	0	0







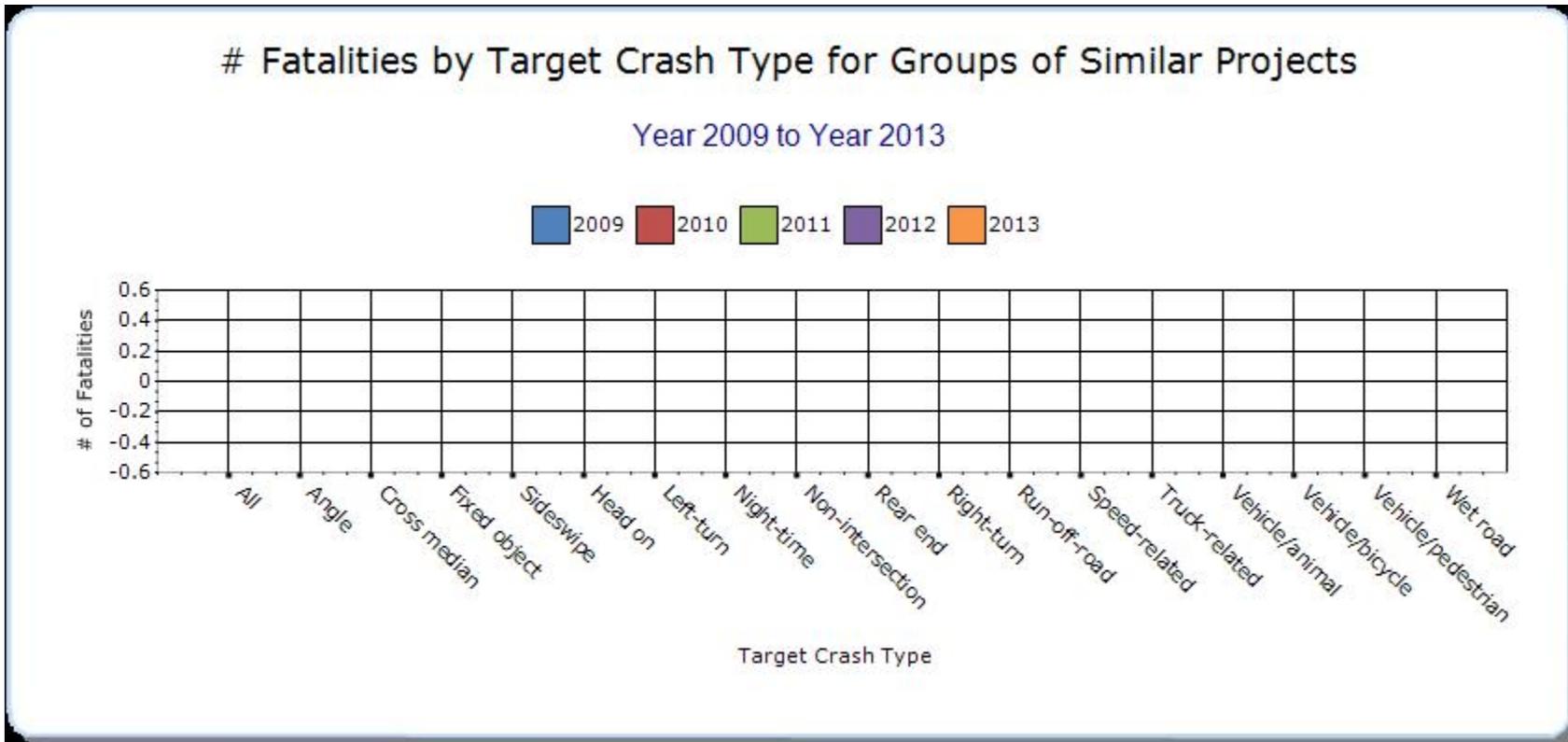


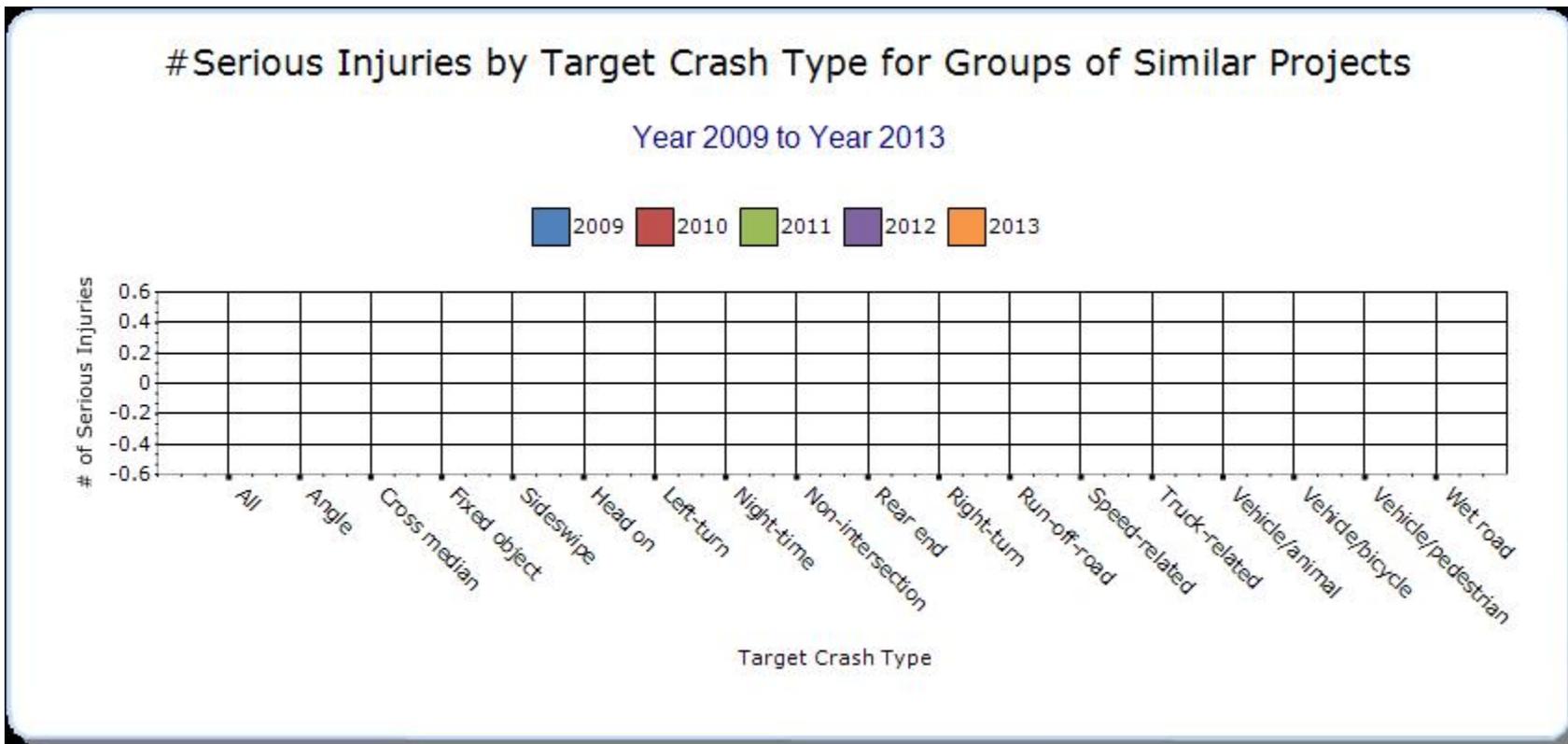
Groups of similar project types

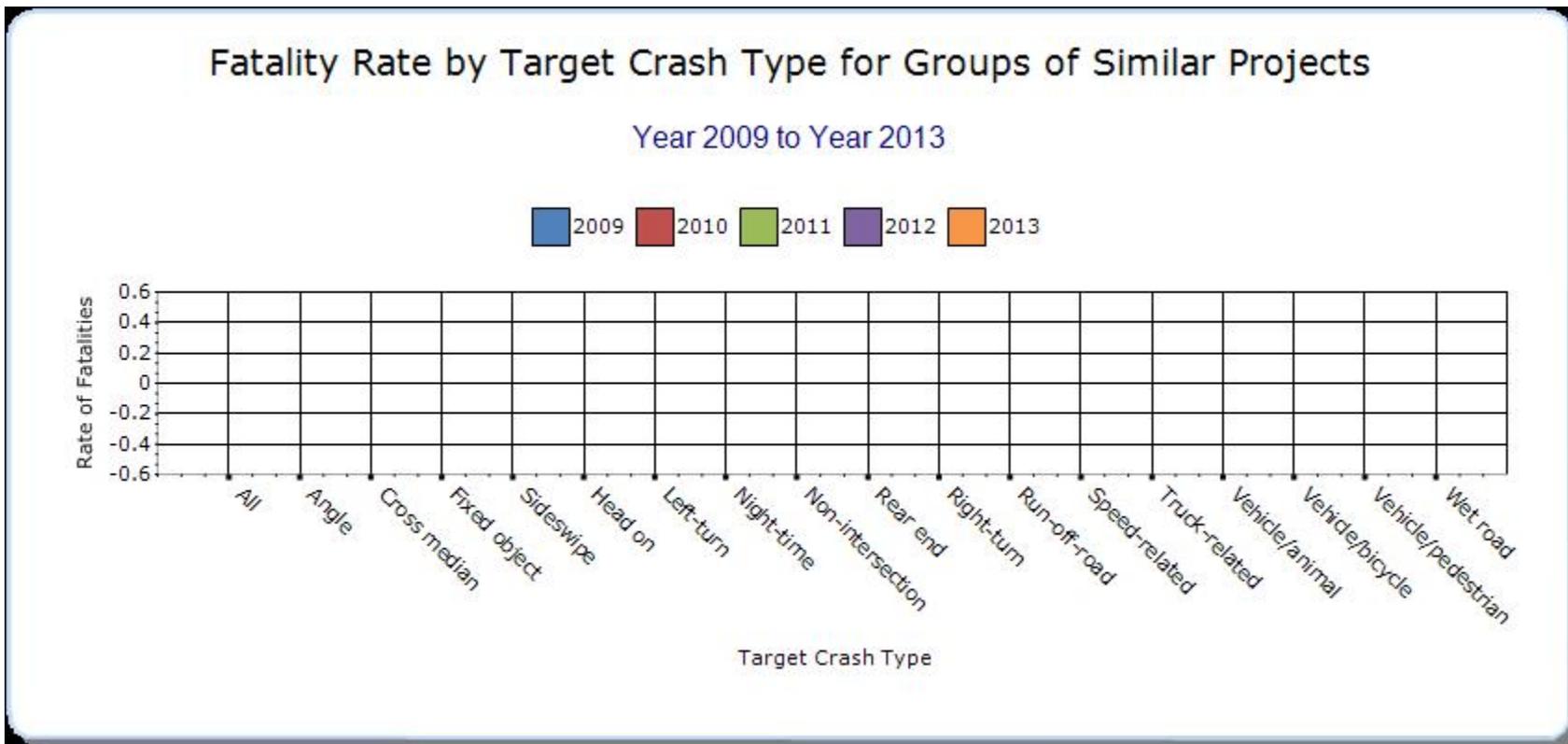
Present the overall effectiveness of groups of similar types of projects.

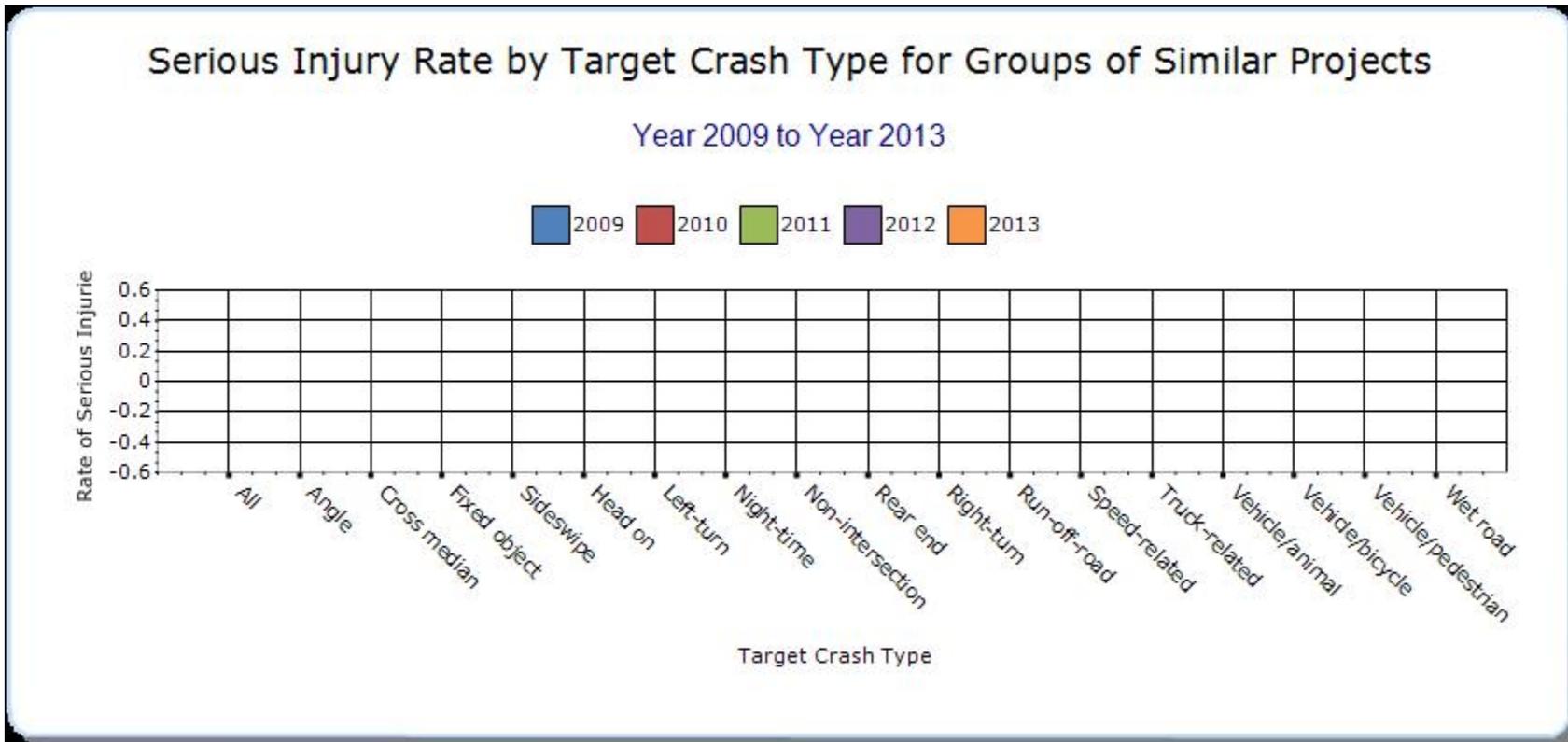
Year - 2011

HSIP Sub-program Types	Target Crash Type	Number of fatalities	Number of serious injuries	Fatality rate (per HMVMT)	Serious injury rate (per HMVMT)	Other-1	Other-2	Other-3
Backplates with retroreflective borders	Disregard traffic signal	2	12	0.02	0.12	0	0	0
Milled rumble strips	Run off road and cross centerline	47	113	0.47	1.13	0	0	0







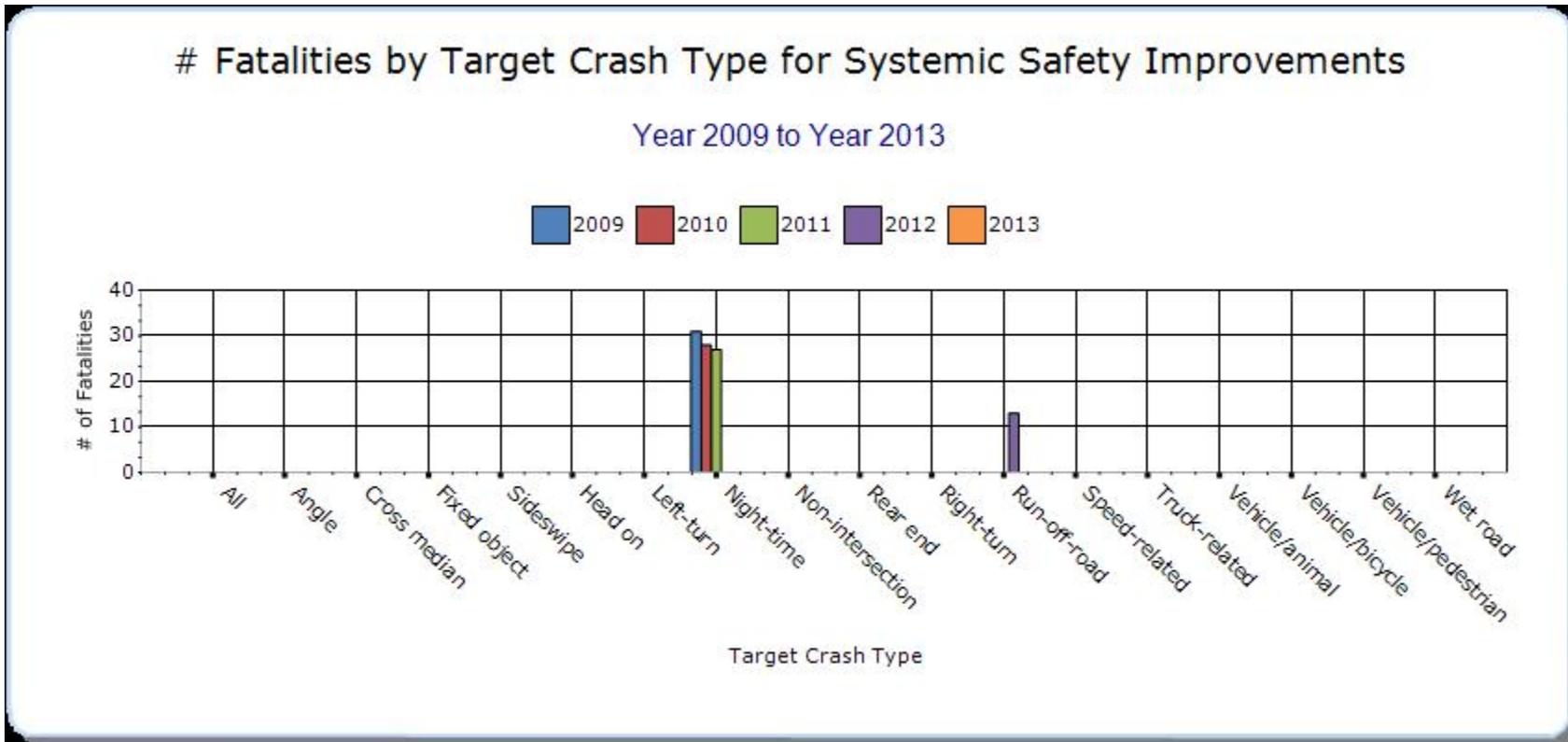


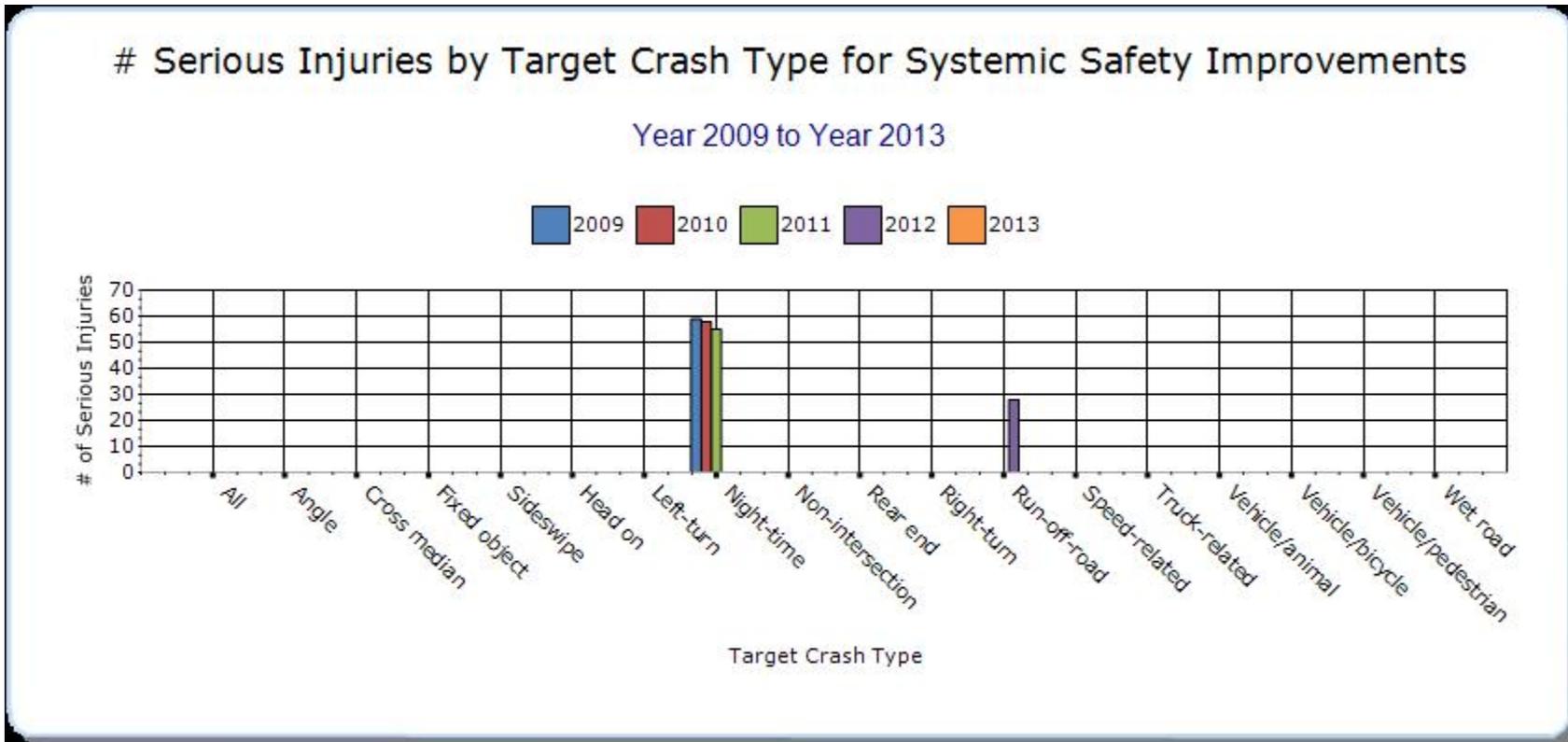
Systemic Treatments

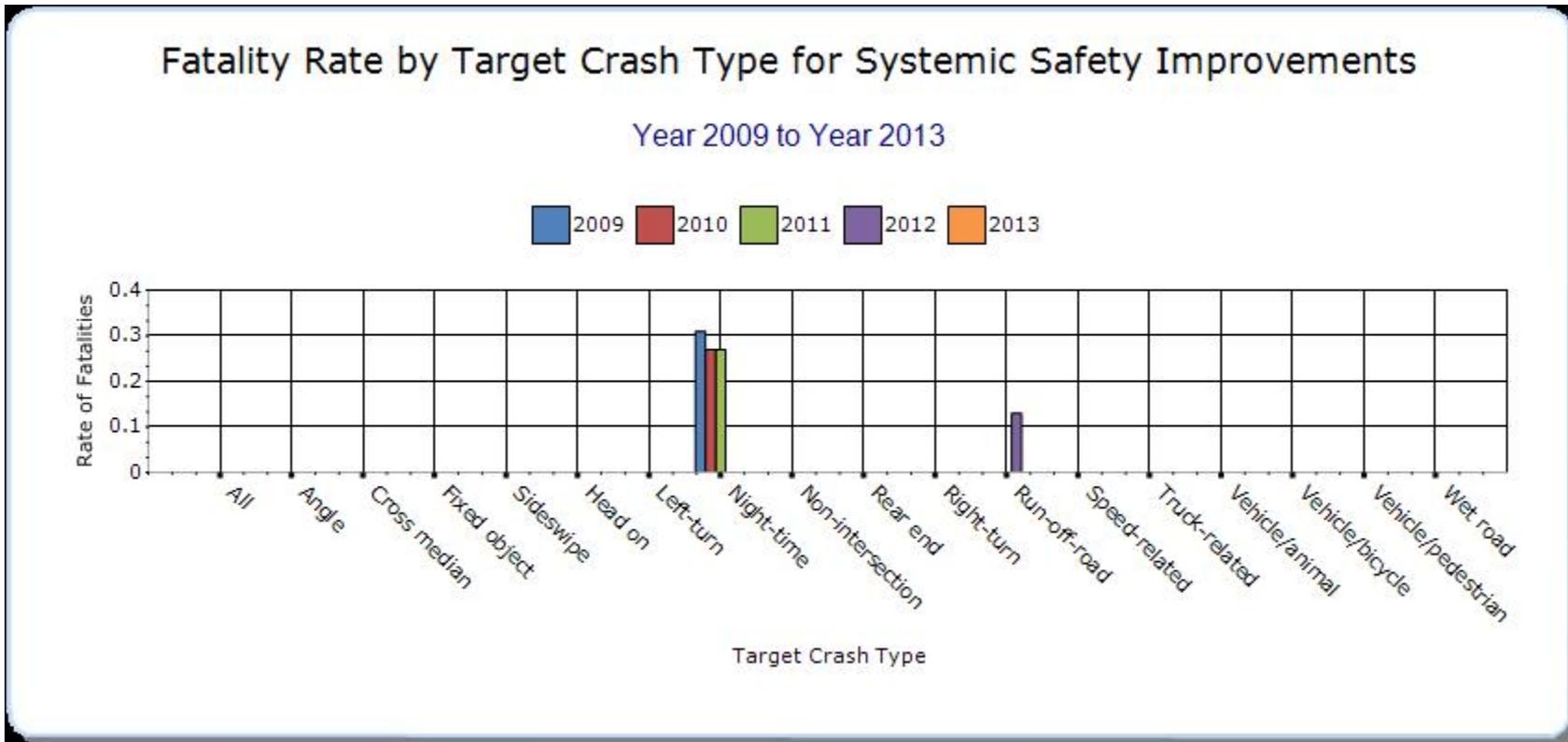
Present the overall effectiveness of systemic treatments.

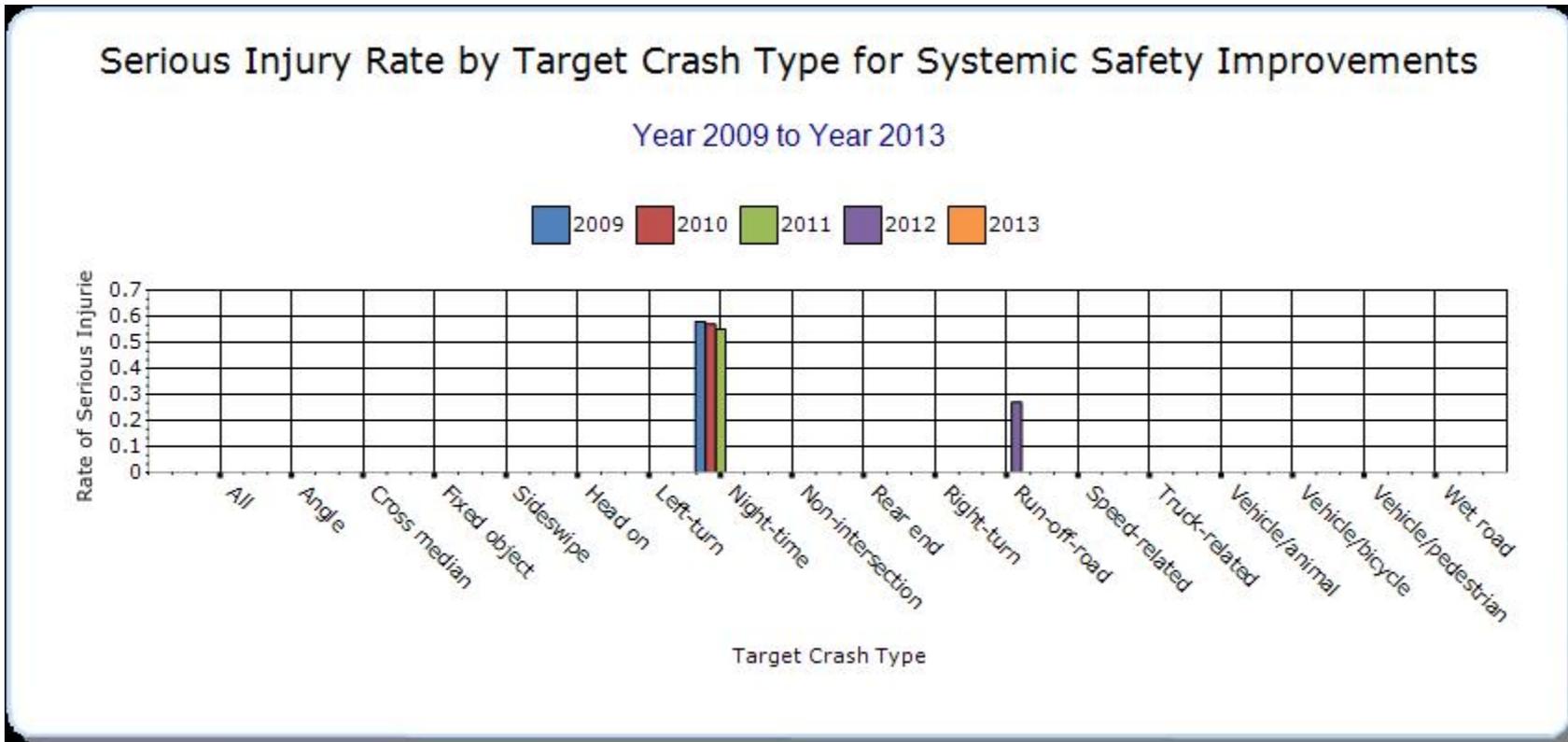
Year - 2011

Systemic improvement	Target Crash Type	Number of fatalities	Number of serious injuries	Fatality rate (per HMVMT)	Serious injury rate (per HMVMT)	Other-1	Other-2	Other-3
Install/Improve Lighting	Night-time	27	55	0.27	0.55	0	0	0
Rumble Strips	Ran off road and cross centerline	47	113	0.47	1.13	0	0	0
Upgrade Guard Rails	Collision with guardrail	9	18	0.09	0.18	0	0	0









Describe any other aspects of the overall Highway Safety Improvement Program effectiveness on which you would like to elaborate.

The State of Hawaii considers fatal and serious injury accidents for all analyses along with the total number of major traffic accidents. We will be working towards providing more of the requested data with next year's submittal.

Provide project evaluation data for completed projects (optional).

Location	Functional Class	Improvement Category	Improvement Type	Bef-Fatal	Bef-Serious Injury	Bef-Other Injury	Bef-PDO	Bef-Total	Aft-Fatal	Aft-Serious Injury	Aft-Other Injury	Aft-PDO	Aft-Total	Evaluation Results (Benefit/Cost Ratio)

Optional Attachments

Sections

Files Attached

Glossary

5 year rolling average means the average of five individual, consecutive annual points of data (e.g. annual fatality rate).

Emphasis area means a highway safety priority in a State's SHSP, identified through a data-driven, collaborative process.

Highway safety improvement project means strategies, activities and projects on a public road that are consistent with a State strategic highway safety plan and corrects or improves a hazardous road location or feature or addresses a highway safety problem.

HMVMT means hundred million vehicle miles traveled.

Non-infrastructure projects are projects that do not result in construction. Examples of non-infrastructure projects include road safety audits, transportation safety planning activities, improvements in the collection and analysis of data, education and outreach, and enforcement activities.

Older driver special rule applies if traffic fatalities and serious injuries per capita for drivers and pedestrians over the age of 65 in a State increases during the most recent 2-year period for which data are available, as defined in the Older Driver and Pedestrian Special Rule Interim Guidance dated February 13, 2013.

Performance measure means indicators that enable decision-makers and other stakeholders to monitor changes in system condition and performance against established visions, goals, and objectives.

Programmed funds mean those funds that have been programmed in the Statewide Transportation Improvement Program (STIP) to be expended on highway safety improvement projects.

Roadway Functional Classification means the process by which streets and highways are grouped into classes, or systems, according to the character of service they are intended to provide.

Strategic Highway Safety Plan (SHSP) means a comprehensive, multi-disciplinary plan, based on safety data developed by a State Department of Transportation in accordance with 23 U.S.C. 148.

Systemic safety improvement means an improvement that is widely implemented based on high risk roadway features that are correlated with specific severe crash types.

Transfer means, in accordance with provisions of 23 U.S.C. 126, a State may transfer from an apportionment under section 104(b) not to exceed 50 percent of the amount apportioned for the fiscal year to any other apportionment of the State under that section.