STATE OF HAWAIʻI

MULTI-AGENCY TRAFFIC SAFETY PARTNERSHIP

# Spend One to Save One:
# A Statewide Traffic Safety Initiative

## FORMAL PROGRAM DOCUMENT




| **Issuing Agency** | **State of Hawaiʻi – Department of Transportation (HDOT)** |
|---|---|
| Program Partners | Hawaiʻi Department of Law Enforcement • Hawaiʻi Police Department • Maui Police Department • Honolulu Police Department • Kauaʻi Police Department |
| Document Date | October 2026 |
| Version | 2.0 |
| Classification | Official Program Document – Public Distribution Authorized |

# TABLE OF CONTENTS

---

1. Executive Summary

2. Program Philosophy and Mission

2.1 Mission Statement • 2.2 Vision • 2.3 Core Philosophy

3. The Four E's Framework

3.1 Enforcement • 3.2 Education • 3.3 Engineering • 3.4 Engagement

4. The Four C's Framework

4.1 Communication • 4.2 Coordination • 4.3 Collaboration • 4.4 Commitment

5. Major Crash Factors in Hawai‘i

5.1 Impaired Driving • 5.2 Speed • 5.3 Distracted Driving • 5.4 Occupant Protection • 5.5 Pedestrian & Bicycle • 5.6 Motorcycle & Moped • 5.7 Aggressive Driving • 5.8 Roadway Factors

6. Multi-Stakeholder Roles and Responsibilities

6.1 HDOT • 6.2 Law Enforcement • 6.3 First Responders (County Fire and EMS) • 6.4 Prosecutors • 6.5 Educators • 6.6 Media and Communication Specialists • 6.7 County Transportation Services • 6.8 Elected Officials • 6.9 Community Members • 6.10 Judiciary and Traffic Courts • 6.11 Public Health and Trauma Care • 6.12 Advocacy and Survivor Organizations • 6.13 Business, Tourism and Fleet Partners

7. Program Metrics and Accountability

7.1 Key Performance Indicators • 7.2 Data Collection and Reporting • 7.3 Continuous Improvement

8. Conclusion

Data Sources

This document constitutes the formal program for Spend One to Save One, establishing its mission, structure, operational framework, stakeholder responsibilities, performance metrics, and accountability model. All phases have one mission. To save lives and make our roads safe for all to share.

## SECTION 1 — EXECUTIVE SUMMARY

---

The **Spend One to Save One** program is a statewide, multi-disciplinary traffic safety initiative designed to reduce fatal and serious injury crashes on Hawai‘i's roadways. The program's central philosophy is straightforward and actionable: if law enforcement officers spend one hour of every shift or even every week conducting focused, high-visibility traffic enforcement and education, and if every partner and community member invests a moment of their own time in safer roads, lives will be saved.

The need is urgent. In 2025, Hawai‘i recorded **128 traffic fatalities**, the most since 2007 and a 25% increase over the 102 lives lost in 2024. O‘ahu alone went from 51 deaths in 2024 to 82 in 2025. Hawai‘i was one of only six states where road deaths rose in 2025, while the nation as a whole saw an estimated 6.7% decline. The Director of Transportation has stated that more than 90% of 2025's fatal crashes can be attributed to driver behavior: speeding, impairment, distraction, and failing to use seat belts and helmets. These crashes are not accidents. They are predictable and preventable.

Traffic safety is also public safety. Hawai‘i lost 128 people on its roads in 2025, more than five for every murder: the Department of the Attorney General's Hawai‘i Crime Dashboard recorded 25 murders statewide in 2025, down from 33 in 2024. Roadways and parking lots were also the most common location for reported crime in 2025, accounting for 15,408 of 54,089 offenses (28.5%). Vehicles are central to crime. Most criminal activity involves a vehicle at some stage, and high-visibility traffic enforcement routinely uncovers impaired drivers, wanted persons, stolen vehicles, weapons, and drug trafficking. Pulling officers off the road to fight "real crime" weakens one of the most effective tools for detecting crime. Crime is mobile, and the road is where public safety begins.

The good news is that Hawai‘i has already shown what coordinated, data-driven effort can do. After the statewide call to action at the January 2026 Traffic Commanders Meeting, partner agencies aligned their enforcement with crash and behavioral data, deployed state sheriffs as a force multiplier, and synchronized their public messaging. Preliminary data for January 1 through September 30, 2026 show **68 traffic fatalities statewide compared with 98 during**

**the same period in 2025, a 30.6% reduction, or 30 fewer lives lost**. Oʻahu is down 55%. While this is very promising, we have much work to do and many more lives to save. *Spend One to Save One* exists to make this progress permanent, statewide, and part of everyday culture rather than a short-term surge.

**Hawaiʻi knows how to respond to preventable tragedy.** On New Year's Eve 2024, an illegal fireworks explosion at a home in Āliamanu killed six people, including a 3-year-old boy, and injured more than 20 others. The state responded quickly and decisively. On June 30, 2025, Governor Green signed five fireworks bills into law (Acts 243 through 247), raising criminal penalties, holding parents and property owners liable, allowing drones to gather evidence, and strengthening enforcement. The Illegal Fireworks Task Force, created by the Legislature in 2023 and led by the Department of Law Enforcement, has seized more than 227,000 pounds of illegal fireworks and conducted more than 1,200 enforcement operations.

**Traffic deaths deserve the same urgency, if not greater.** The six lives lost in Āliamanu rightly moved the entire state to act. Yet Hawaiʻi loses that many people on its roads roughly every two and a half weeks: 128 in 2025 alone, more than 21 times the toll of that explosion and more than five for every murder. Like illegal fireworks, these deaths are senseless and preventable. They call for the same coordinated legislative, enforcement, and public response, sustained every day of the year rather than one night.

**The state needs a dedicated traffic safety agency.** Hawaiʻi is the only state without a state highway patrol. Traffic enforcement, including on state highways, falls almost entirely to the four county police departments, whose resources are stretched by competing demands, and the Department of Law Enforcement's sheriffs have only recently begun serving as a force multiplier. In 2026, the Legislature recognized this gap: Senate Resolution 70 and House Resolution 119 asked the Department of Transportation and the Department of Law Enforcement to work together to establish a state highway police force. A dedicated statewide agency would provide consistent enforcement of the behaviors that kill on every island; specially trained and equipped officers who can clear crashes quickly and prevent secondary collisions; unified crash and enforcement data; and an organization whose sole mission is roadway safety, so that progress no longer depends on how many officers can be spared from other calls.

Until the state can accomplish this, the Spend One to Save One campaign will rally and unify the resources already in place, across every county police department, the Department of Law Enforcement, HDOT, and our community partners, to make whatever impact we can and save lives across the state.

**Program at a Glance**

- **Organizing Framework:** The Four E's (Enforcement, Education, Engineering, Engagement) and The Four C's (Communication, Coordination, Collaboration, Commitment)
- **Primary Focus Areas:** Impaired driving, speed, distracted driving, occupant protection, pedestrian and bicycle safety, motorcycle and moped safety, aggressive driving, and roadway factors
- **Officer Commitment:** One hour per patrol shift (or per week depending on staffing availability) dedicated to proactive traffic enforcement or education.
- **Traffic Safety Partner Commitment:** Dedicated time each month for at least one action that advances traffic safety within each partner's own field (an engineering review, a school presentation, a PSA, a data report, a prosecution review, or a community meeting), and one moment of engagement with fellow partners to share what they are seeing
- **Community Commitment:** One minute of preparation before every trip, and one moment of engagement with neighbors about safer driving
- **Program Model:** Statewide coordination through HDOT and the Hawai‘i Law Enforcement Liaison, with state and county-level implementation by every partner agency as well as our traffic safety stakeholders from within our community
- **Status:** Approved by the HDOT Director and ready to deploy in 2027, with a majority of Hawai‘i law enforcement agencies pledged to participate

# SECTION 2 — PROGRAM PHILOSOPHY AND MISSION

---

### 2.1 Mission Statement

To reduce traffic fatalities and serious injuries across the State of Hawai'i by empowering law enforcement officers, partner agencies, and community stakeholders to invest focused time and energy in traffic safety — because even **one moment spent dedicated to traffic safety can save one life.**

### 2.2 Vision

A Hawai'i where no family loses a loved one to a preventable traffic crash.

### 2.3 Core Philosophy: Spend One to Save One

> **Program Motto**
>
> ***One moment spent. One action taken. One life saved.***

The title of this program is both a call to action and a measurable commitment. Every enforcement contact, every safety education conversation, and every roadway observation made by a trained officer represents a meaningful professional investment. That investment — one unit of time, attention, and professional effort — has the direct potential to prevent a fatality.

Officers participating in this program are not simply writing citations. They are professionals exercising the most consequential power of their office: the power to interrupt the chain of events that leads to a crash, a death, and a family shattered by loss. How drivers behave on the road is strongly influenced by what they see other drivers doing and by how they see officers responding — or not responding — to violations. When drivers see traffic laws enforced, they recognize safe driving as a social expectation. When violations are ignored, dangerous driving becomes the norm. **Officers are saving lives, one interaction at a time.**

This philosophy extends beyond law enforcement to every partner agency, every community organization, and every individual who contributes to the program. The investment of one moment of time — and the effort of one presentation, one public service announcement, one engineering review, one data report, or one conversation at a neighborhood meeting — is an investment in human life.

**The Officer Commitment: One Hour. One Driver. One Life.**

Every uniformed patrol officer statewide is asked to consistently dedicate **one hour of their time** to intentional, proactive traffic safety work, with the goal of influencing at least one driver's behavior per shift. Supervisors may schedule the hour around call load. During that hour, officers engage in one or more of the following:

- High-visibility enforcement of speeding, distracted driving, seat belt, red light, and impaired driving violations
- Targeted patrols in high-crash corridors, intersections, and school zones identified by data
- Positive traffic stops: warnings, safety tips, and conversations that change behavior
- Brief public engagement with drivers at community events, schools, or even while fueling up with snacks for their shift

**The Community Commitment: One Minute Before Every Trip**

Spending one minute before a trip can save a life — maybe your own. Before starting out, every road user is asked to take one minute to prepare:

- **Drivers:** Plan the route so you are not rushing, and call ahead rather than speed if you are running late. Put the phone on Do Not Disturb, preset music and navigation, adjust mirrors and seat, buckle up and make sure every passenger does too, and never drive impaired by alcohol, drugs, or medication.
- **Riders of motorcycles, mopeds, e-bikes, and scooters:** Wear a helmet every time, make yourself visible, and run through the same checks as drivers.
- **Pedestrians:** Stay off the phone in traffic areas, use crosswalks, make eye contact with drivers, and wear visible clothing at night.
- **Everyone:** When you see an officer working a traffic assignment, take a moment to say mahalo. Know that their effort is keeping our roads safe for everyone, including you and your ʻohana.

## SECTION 3 — THE FOUR E'S FRAMEWORK

---

The program is built on the nationally recognized **Four E's Framework**, adapted for Hawai‘i's unique roadway environment, demographic profile, and documented crash history. Traffic safety has long relied on Enforcement, Education, and Engineering; this program adds a fourth pillar, **Engagement**, which ties the other three together. Each pillar is put into practice through specific activities, partnerships, and accountability mechanisms, and each is consistent with the Safe System Approach adopted in Hawai‘i's 2025–2029 Strategic Highway Safety Plan (SHSP).

### 3.1 Enforcement

High-visibility enforcement targets the leading causes of fatal crashes in Hawai‘i. Enforcement is the most direct and immediate tool available to reduce traffic deaths, and it serves a dual function: removing dangerous behavior from roadways while communicating to the driving public that violations will be detected and sanctioned. Research on deterrence is consistent on one point: the **certainty** of being caught changes behavior far more than the severity of the penalty. A visible patrol tonight changes more behavior than a doubled fine on paper, and publicity is the multiplier that turns one operation into thousands of changed decisions.

Enforcement under this program is **data-driven**. Deployment follows crash data, behavioral data, and time-of-day patterns rather than convenience or "fishing hole" locations, and success is measured by fewer crashes and injuries rather than citation counts. Hawai‘i has seen this work before: when the Honolulu Police Department Traffic Division shifted to data-driven deployment in late 2018, O‘ahu went from six to seven fatalities a month to two to three a month within one quarter. Over the following three years the department recorded a nearly 20% reduction in fatal collisions and a nearly 40% reduction in critical injury collisions, while sobriety checkpoints grew from 105 in 2019 to 514 in 2021 and removed 435 impaired drivers from the road in a single year.

High-visibility enforcement also reduces crime. The Data-Driven Approaches to Crime and Traffic Safety (DDACTS) model overlays crash and crime data so that one deployment addresses both. In Shawnee, Kansas, applying DDACTS was followed by statistically significant reductions

of 88% in robberies, 84% in commercial burglaries, and 24% in vehicle crashes. The IACP-led High Visibility Education and Enforcement (HVEE) pilots in Delaware, Maryland, North Carolina, and Wisconsin showed the same pattern. North Carolina's Thanksgiving speed campaign, run by 84 agencies across 30 counties, cut holiday traffic deaths from 21 to 14 with zero fatalities on the covered roadways, while also producing 35 wanted-person and 6 felony arrests. Maryland's "40 on 40" impaired driving operation produced 64 impaired driving arrests and 20 criminal arrests in a single weekend.

Core enforcement activities include:

- DUI sobriety checkpoints and saturation patrols, publicized before and during each operation
- Speed enforcement corridors and targeted speed details at locations confirmed by data
- Seat belt, child restraint, and handheld cell phone enforcement details, including nighttime operations
- Commercial vehicle enforcement operations
- Pedestrian, bicycle, e-bike, and moped safety enforcement in high-risk zones
- Aggressive driving and street racing interdiction, including covert and unmarked operations
- Statewide high-visibility mobilizations aligned with the NHTSA communications calendar (Drive Sober or Get Pulled Over, Click It or Ticket, distracted driving, and speed campaigns)

### 3.2 Education

Enforcement alone cannot change culture. Proactive public education builds awareness, shifts social norms, and empowers communities to make safer choices. Education efforts are targeted, culturally tailored, and coordinated with enforcement campaigns for maximum impact. Messaging follows proven behavioral principles: pair the warning with an easy action ("checkpoints are out tonight — plan a sober ride"), and lead with positive norms ("most drivers here buckle up and drive sober") rather than repeating how common bad behavior is.

Education activities include:

- School-based traffic safety presentations at all grade levels, including new e-bike, e-mobility, and moped rules
- Community outreach events, health fairs, and public forums
- Social media campaigns, public service announcements, media releases, and recurring advertisements
- Officer-to-driver education during traffic stops (voluntary compliance messaging)
- Targeted messaging for high-risk populations, including young and new drivers, motorcyclists, impaired driving offenders, and visitors to Hawai‘i
- Multilingual and culturally adapted materials, including Pidgin-language messaging, for Hawai‘i's diverse communities
- Promotion of tools that reward safe driving, such as HDOT's Safe Roads Challenge app and the Know Your Ride Hawai‘i e-mobility guide
- Talking Traffic Tuesdays, a weekly media segment in which officers join local TV, radio, and social media outlets to share a traffic safety tip, explain a law, or highlight a local crash trend
- Officer visits to driver education courses to share real crash experiences and give new drivers practical safety tips before bad habits form
- Defensive driving education for all road users: keep a safe following distance, scan ahead and check mirrors, expect others to make mistakes, look twice for riders and pedestrians, and stay calm rather than reacting to aggressive drivers

### 3.3 Engineering (Awareness and Collaboration)

Law enforcement officers are uniquely positioned as eyes on the road. Daily patrol activity places officers at crash scenes and hazardous locations that may not otherwise be identified through routine engineering review. The program formalizes a feedback loop between field observations and roadway safety improvements, consistent with the Safe System principle that people will make mistakes and the roadway should be designed so those mistakes are not fatal.

Engineering collaboration activities include:

- Standardized hazard reporting protocols for officers in the field (lighting outages, sight distance, signage, pavement, and signal problems)

- Officer participation in road safety audits at high-crash locations
- Coordination with HDOT, county transportation departments, and public works on high-crash location identification and prioritization
- A structured feedback loop between enforcement data, crash data, behavioral (telematics) data, and roadway improvement project planning
- Law enforcement input on speed management, county Vision Zero action plans, and the placement of speed and red light cameras

### 3.4 Engagement

Engagement is the essential fourth pillar of traffic safety, alongside the long-established trio of Enforcement, Education, and Engineering. It is the pillar that holds the other three together. Each of the other E's works better when the people delivering it are talking with one another and with the communities they serve. Engagement means purposeful, two-way, relationship-based participation, both within our own professional groups and with the public.

**Engagement Within Our Own Groups**

Traffic safety in Hawai‘i is delivered by many hands: state and county law enforcement leaders, prosecutors, transportation officials, communications specialists, engineers, planners, NHTSA and HDOT highway safety staff, first responders, and elected officials. Too often these groups work in silos, each doing good work without knowing what the others are seeing. Engagement can be as simple as regular communication between these stakeholders: picking up the phone, sharing a crash report or a data map, inviting a partner to the table, and following up. It means attending one another's meetings, sharing data openly, and agreeing on common priorities, so that a corridor flagged by an engineer, a pattern noticed by a prosecutor, and a complaint heard by a council member all reach the people who can act on it.

**Engagement With the Community**

Every stakeholder in this program — officer, engineer, teacher, planner, or elected official — is also part of a community: a neighborhood, a church, a canoe club, a parents' group, a youth league. Engagement asks each of us to dedicate time at those gatherings to talk about traffic safety. Town halls, talk story sessions, neighborhood board meetings, school events, cultural and faith gatherings, and community fairs are all opportunities to discuss the traffic safety

issues people see in their own areas and work together on potential solutions. These conversations build trust, surface problems early, and turn residents into partners rather than spectators.

**You Don't Need to Be an Expert**

No one needs a badge, an engineering degree, or a background in statistics to talk about unsafe driving behavior. Anyone can describe the speeding on their street, the near-miss at the crosswalk by the school, the rider without a helmet, or the driver on a phone. Those observations matter; they often point to the next problem location before it shows up in a crash report. Engagement asks every partner to start the conversation, carry the message, listen, and bring what they hear back to the people who can act on it.

Engagement activities include:

- Quarterly Traffic Commanders Meetings and other multi-agency strategy sessions with state and county law enforcement, prosecutors, HDOT, NHTSA, and community partners
- Regular check-ins between police, engineers, planners, and communications staff on emerging problem locations and upcoming campaigns
- Officer and partner attendance at neighborhood board meetings, town halls, and legislators' talk story sessions to share local crash data and hear residents' concerns
- Traffic safety time at community, cultural, faith, school, and sporting events, delivered by officers, firefighters, EMS personnel, educators, and volunteers alike
- Two-way feedback so residents can report dangerous driving locations and see what was done in response
- Public recognition of good driving behavior, and of officers and partners who go above and beyond
- Survivor and victim voices, such as remembrance events and victim impact panels, that keep the human cost of crashes in view

# SECTION 4 — THE FOUR C'S FRAMEWORK

---

The **Four C's Framework** defines the operational culture and collaborative structure that sustains the program across agencies, counties, and time. While the Four E's describe *what* the program does, the Four C's describe *how* it operates and endures.

### 4.1 Communication

Clear, consistent, and timely communication across all partner agencies and with the public is foundational to program success. Communication activities include:

- Unified messaging across agencies on traffic safety priorities and campaign themes
- Regular inter-agency briefings, including monthly statewide fatality summaries and shared data maps
- Public-facing communication strategies timed to enforcement campaigns, so that every operation is publicized before, during, and after
- Timely public release of serious and fatal crash information, including likely contributing factors, to support safety messaging
- Officer-level communication training for effective, respectful traffic safety contacts with the public
- Crisis communication protocols for high-profile fatal crash incidents

### 4.2 Coordination

Synchronized, well-planned operations multiply the impact of individual agency efforts. The Hawai‘i Law Enforcement Liaison, funded through HDOT with NHTSA funds, serves as the bridge between HDOT, the county police departments, the Department of Law Enforcement, and prosecutors. Coordination activities include:

- Statewide enforcement mobilizations coordinated simultaneously across all counties and aligned with the NHTSA communications calendar
- Shared operational calendars and campaign schedules available to all partners

- Joint operations during high-priority periods, including holidays, the summer "100 deadliest days," and major special events
- Use of Department of Law Enforcement sheriffs as a force multiplier on state highways and in support of county operations
- HDOT and law enforcement coordination on work zone safety and traffic incident management (TIMs Training)
- Coordination with prosecutors and the Judiciary on OVUII and vehicular homicide case timelines
- A designated **Traffic Safety Coordinator** in each partner agency to serve as the local point of contact, plan local campaigns, track officer activity, and submit quarterly data to HDOT

The HVEE pilots also produced practical lessons this program adopts for every coordinated operation: start with data; do not be afraid to start small and expand; identify partners and a respected "thought leader" in each agency; communicate within and across agencies; pair education with enforcement, since education reduces the need for enforcement and builds trust; keep the message fresh across traditional and social media; and assess success broadly, including trust, new partnerships, and media attention as well as crash reductions.

### 4.3 Collaboration

No single agency can solve Hawai‘i's traffic safety crisis alone. True partnership across disciplines, agencies, and community sectors is essential. O‘ahu's *Safer Roads, Together 2026* initiative, which brought the Honolulu Police Department, Honolulu EMS, the Department of Transportation Services, and HDOT together around enforcement, education, infrastructure, and neighborhood board outreach, is the kind of partnership this program seeks to replicate statewide. Collaboration activities include:

- Law enforcement, public health, transportation, prosecutors, the Judiciary, and community organizations working under a shared mission and framework
- Formal data sharing between HDOT and partner agencies
- Engagement with insurance industry stakeholders, hospitals, trauma centers, and advocacy organizations

- Integration of victim impact panels and focus on advocacy for justice
- Cross-sector working groups addressing specific crash factors and high-risk populations, such as the Honolulu E-Bike Working Group

### 4.4 Commitment

Sustained, leadership-driven dedication to traffic safety as a core agency priority — not a supplementary function — is the commitment this program demands and expects. Commitment is demonstrated through:

- Chief-level and director-level endorsement and public commitment from all partner agencies
- Formal integration of traffic safety goals into agency strategic plans and annual work plans
- Consistent and adequate resource allocation for traffic safety operations, training, and outreach
- Continuity of traffic safety expertise, so that progress is not lost with rotation
- Long-term performance tracking, transparent reporting, and accountability
- A monthly-to-quarterly reporting chain: patrol and traffic commanders report to their Chief and administration at monthly command meetings, and each department's designated Traffic Commander compiles those results and presents them in person at the quarterly Traffic Commanders Meeting, so they can be shared with partner agencies and the community

This accountability model helps push a statewide strategy on a short list of published priorities, decisions made by the commanders closest to the problem, and quarterly briefings in which every commander owns their crash picture. It also pushes a central message statewide that "Everything rises and falls on leadership." Hawai‘i's police chiefs have committed to making this kind of leadership accountability a priority.

## SECTION 5 — MAJOR CRASH FACTORS IN HAWAIʻI

The program targets Hawaiʻi's documented leading causes of fatal and serious injury crashes, as established through HDOT crash data, county fatality reviews, the 2025–2029 SHSP, statewide observational surveys, and national research. HDOT's 2025 ranking of factors in fatal crashes was alcohol, then drugs, then speed, then inattention, and each county has its own behavioral profile: distraction and speeding on Oʻahu, impaired driving on Hawaiʻi Island, pedestrian and truck conflicts on Maui, and a need to sustain gains on Kauaʻi. One statewide message will miss three of four islands; operations must be matched to local behavior.

### Hawaiʻi Traffic Fatalities by Road User Type, 2024 and 2025

| Road User Type | 2024 | 2025 | 2025 Share | Change |
|---|---|---|---|---|
| Motor vehicle occupants | 31 | 40 | 31% | +9 |
| Pedestrians | 35 | 38 | 30% | +3 |
| Motorcycle, moped, motor scooter, and ATV riders | 27 | 38 | 30% | +11 |
| Bicyclists (including e-bikes) | 7 | 7 | 5% | 0 |
| Other non-occupants | 2 | 5 | 4% | +3 |
| **Statewide total** | **102** | **128** | **100%** | **+26 (+25%)** |

*Source: HDOT and county police department fatality data, January 1 – December 31, 2024 and 2025. Vulnerable road users (pedestrians, riders, and bicyclists) accounted for 83 of the 128 deaths in 2025, nearly two of every three. People experiencing homelessness accounted for 11 of the 38 pedestrian deaths in 2025 and 12 of the 35 in 2024.*

### Full-Year Traffic Fatalities by County, 2024 and 2025

| County | 2024 | 2025 | Change |
|---|---|---|---|
| City & County of Honolulu | 51 | 82 | +31 (+61%) |
| Hawaiʻi County | 29 | 20 | −9 (−31%) |
| Maui County | 14 | 18 | +4 (+29%) |
| Kauaʻi County | 8 | 8 | No change |
| **Statewide** | **102** | **128** | **+26 (+25%)** |

*Source: HDOT and county police department fatality data. Motorcycle, moped, and motor scooter deaths on Oʻahu rose from 17 in 2024 to 29 in 2025.*

**2026 Progress: Year-to-Date Fatalities by County**

| Area | Jan 1 – Sep 30, 2025 | Jan 1 – Sep 30, 2026 | Change |
|---|---|---|---|
| Oʻahu (City & County of Honolulu) | 65 | 29 | –55.4% |
| Hawaiʻi County | 16 | 25 | +56.3% |
| Maui County | 12 | 9 | –25.0% |
| Kauaʻi County | 5 | 5 | No change |
| **Statewide** | **98** | **68** | **–30.6%** |

*Source: Preliminary HDOT and county police fatality data, FFY 2026 Law Enforcement Liaison Final Report. Final 2026 results will be confirmed after December 31.*

### 5.1 Impaired Driving

Alcohol and drug-impaired driving is a leading factor in Hawaiʻi's traffic fatalities. Drug impairment is a growing share of the problem: according to the SHSP, drivers impaired by drugs, or by drugs combined with alcohol, were involved in more fatal crashes than alcohol-only impaired drivers in recent years, accounting for 54 fatal crashes between 2018 and 2022. Most impaired drivers in serious and fatal crashes were 40 or younger, with the 21-to-30 age group most represented. In HDOT's 2023 attitudinal survey, roughly 20% of car, SUV, and truck drivers and about 50% of motorcyclists acknowledged driving after consuming alcohol or cannabis. Nationally, nearly 12,000 people were killed in drunk-driving crashes in 2024, about one-third of all traffic deaths.

Publicized sobriety checkpoints are rated five stars in NHTSA's *Countermeasures That Work*, reducing alcohol-related fatal crashes by about 9% in the CDC's systematic review. Their effect fades within about a week without repetition, so checkpoints must be frequent, visible, and well publicized. The program prioritizes:

- Sobriety checkpoints and saturation patrols in high-risk corridors, at night and on weekends and holidays
- Expansion of Drug Recognition Expert (DRE), ARIDE, and SFST refresher training capacity in every county
- Strong case preparation and close coordination with prosecutors so that arrests result in timely consequences

- Messaging that pairs enforcement with easy alternatives: designated drivers, rideshare, and safe ride programs

Cannabis-impaired driving calls for a different approach than alcohol. As outlined in the IACP's Police Chief magazine in July 2026, THC levels do not reliably correlate with impairment, modern products vary widely in potency and onset, and drivers may show clear functional impairment with no odor, no admission, and no chemical benchmark. Agency leaders should treat cannabis as a distinct impairment risk, build cases on a totality-of-the-evidence model (driving behavior, officer observations, statements, SFSTs, and toxicology), reinforce SFST proficiency as a foundational skill, and equip every patrol officer to recognize and document impairment while deploying DREs as a force multiplier. Because THC leaves the blood quickly, streamlined warrant and blood-draw workflows are essential to preserve evidence.

### 5.2 Speed

Speed is a contributing factor in a large share of Hawai‘i's traffic-related deaths. The SHSP reports that speeding contributed to at least 40% of fatal crashes in recent years, well above the 26–29% national share. HDOT reported that speed contributed to nearly half of fatal crashes in early 2026. Physics is unforgiving: crash severity increases sharply with speed, and the risk to pedestrians and riders rises fastest of all.

Behavioral data confirms how widespread speeding is. In April 2026 alone, roughly 900 active Safe Roads Challenge users in Hawai‘i logged more than 14,500 speeding events. On the Daniel K. Inouye Highway, HDOT telematics showed that drivers who exceed the limit did so by wider margins in 2025 than in 2024. Detection must also lead to consequences: early results from automated speed enforcement showed tens of thousands of speeders detected each week but very few citations issued, which teaches drivers that detection carries no consequence. Program strategies include:

- Speed enforcement on corridors identified by crash data, Safe Roads Challenge reports, and mobility analytics
- Arrests rather than citations for extreme and excessive speeding, as permitted by law
- Support for automated enforcement paired with timely adjudication, so detection results in real consequences

- Community education on stopping distance, crash energy, and the cost of "saving a few minutes"

### 5.3 Distracted Driving

Hawai‘i has more than double the national rate of fatalities involving distracted driving: approximately 20% of all deaths on our roadways, compared with roughly 8% nationally, according to the SHSP. Between 2018 and 2022 there were 201 serious injury crashes and 33 fatal crashes attributed to distraction. About half of Hawai‘i drivers in HDOT's 2023 survey admitted texting or looking at a phone while driving in the past six months. Observed daytime cell phone use rose to 9.39% in the Winter 2026 statewide survey, up from 8.91% in Summer 2025, and phone handling is the most frequent risk event recorded by Safe Roads Challenge drivers (more than 40,000 phone events in April 2026).

Handheld device enforcement, paired with consistent public messaging ("Phone down, eyes up"), is integrated into program operations year-round and intensified during the April distracted driving mobilization. Inattention also includes drowsy driving; education for shift workers, commercial drivers, and young drivers on recognizing fatigue is part of this focus area.

### 5.4 Occupant Protection

Seat belts reduce the risk of death for front-seat passenger car occupants by 45%, and correctly used child restraints reduce the risk of death and serious injury for children by as much as 71%. Yet the SHSP found that safety equipment was not used in 42% of Hawai‘i's fatal crashes and 66% of serious injury crashes from 2018 to 2022. Hawai‘i's observed belt use is now trending down:

**Hawai‘i Observed Seat Belt Use**

| Measure (statewide unless noted) | Summer 2025 | Winter 2026 |
|---|---|---|
| Daytime seat belt use | 92.05% | 91.19% |
| Nighttime seat belt use | 92.07% | 88.93% |
| Male drivers at night | 91.06% | 87.01% |
| Back-seat use (daytime) | 85.73% | 83.41% |
| Truck occupants | 85.44% | 86.31% |

*Source: Hawai‘i Seat Belt Use Surveys, Summer 2025 and Winter 2026. Winter 2026 marks the lowest statewide rate since 2015, and the decline is statistically significant.*

County results vary widely. Kauaʻi saw the sharpest drop, to 79.26%, and Honolulu declined for a second consecutive survey, to 92.60%, while Maui (90.71%) and Hawaiʻi County (96.22%) improved. Only 66% of residents know that the driver is responsible for ensuring every passenger is belted. Program priorities include nighttime Click It or Ticket operations, back-seat and child restraint checks, enforcement and messaging aimed at male drivers and truck occupants, intensive effort on Kauaʻi and Oʻahu, maintenance operations on Maui and Hawaiʻi Island, and child passenger safety seat inspections, including fire stations serving as car seat check sites.

### 5.5 Pedestrian and Bicycle Safety

Hawaiʻi experiences elevated pedestrian fatality rates. In 2022, pedestrians made up about 26% of Hawaiʻi's roadway deaths, compared with 18% nationally, and in 2025 Hawaiʻi lost 38 pedestrians (up from 35 in 2024) and 7 bicyclists. People experiencing homelessness are heavily represented: 11 of the 38 pedestrians killed in 2025 were identified as homeless. Many fatal pedestrian crashes occur after dark, often on unlit roadways, and involve impaired, distracted, or speeding drivers, failure to yield in crosswalks, or pedestrians crossing outside crosswalks. Nationally, more than three-quarters of pedestrian deaths occur after dark.

The rapid growth of e-bikes and other e-mobility devices adds new risk. Act 259 (2026), signed on July 15, 2026, updates Hawaiʻi's laws for e-bikes and other e-mobility devices, giving officers, educators, and parents clearer rules to teach and enforce. The program includes targeted pedestrian and bicycle enforcement (including crosswalk operations), infrastructure and lighting hazard reporting, education aimed at both drivers and non-motorized road users, and outreach to people experiencing homelessness in partnership with service providers.

### 5.6 Motorcycle and Moped Safety

Motorcycles, motor scooters, and mopeds make up roughly 3% of vehicle registrations in Hawaiʻi but about 35% of fatalities, according to the SHSP. In 2025, 38 riders were killed statewide, up from 27 in 2024, including 29 on Oʻahu. Speed, impairment, and riding without a helmet are recurring factors, and motorcyclists self-report driving after alcohol or cannabis at far higher rates than other drivers.

Recent laws give the program new tools. Act 66 (2025) requires a state-approved Basic Rider Course before a motorcycle instruction permit is issued. Act 222 (2025) requires helmets for all moped operators regardless of age and prohibits anyone under 16 from operating a moped. Lane splitting remains illegal. Program strategies include helmet and licensing enforcement, rider training promotion (including the Safe Roads Challenge motorcycle mode), driver awareness messaging ("look twice for riders"), and enforcement on corridors where riders are dying.

### 5.7 Aggressive Driving

Aggressive and reckless driving — including failing to yield, crossing the center line, running red lights, improper passing, tailgating, road rage, and illegal street racing — is identified in the SHSP as a "dangerous driving" focus area. Failure to yield is the most common factor in Hawai‘i's aggressive driving serious injury and fatal crashes, followed by crossing the center line and leaving the roadway. In 2025, several O‘ahu drivers were arrested for traveling well over 100 mph, and one motorcyclist was arrested on the freeway at more than 150 mph.

These behaviors are addressed through targeted and covert enforcement operations, night enforcement units focused on racing and reckless driving, community reporting mechanisms, social media monitoring of known racing venues, red light cameras at high-risk intersections, and coordinated inter-agency response.

Friends, family, and co-workers can help. Research by Montana State University's Center for Health and Safety Culture found that drivers who believe the important people in their lives disapprove of aggressive driving do it less often. Its conversation guide, tested with 102 bystanders, teaches three steps: express concern and connect to what the person values; compare the driving behavior to other settings where it would never be acceptable; and gently correct misperceptions or model a calmer response. Bystanders reported feeling more confident, and many saw their friend or family member drive aggressively less often within one to two weeks. The program promotes the guide through community partners, schools, and workplaces, with two cautions from the research: speak up early, and only when it is safe to do so.

### 5.8 Roadway Factors

Physical roadway conditions — including sight distance limitations, inadequate lighting, signage, pavement deficiencies, and geometric design issues — contribute to crashes independent of driver behavior. Between 2018 and 2022, intersection crashes and pedestrian crashes were the most common crash types in Hawai‘i, and lane departure crashes remain a major source of fatalities on rural highways. Work zones, roadside hazards, and gaps in emergency radio coverage on rural corridors such as the Daniel K. Inouye Highway also affect safety and crash response.

Officer field reporting of roadway hazards, combined with HDOT and county engineering review and prioritized remediation, addresses these factors through the Engineering pillar. The Safe System Approach and the counties' Vision Zero action plans provide the framework for making roads more forgiving of human error.

**Summary: Crash Factors and Response Strategies**

| Crash Factor | Primary Response Strategy | Lead Partners |
|---|---|---|
| Impaired Driving | Publicized checkpoints, saturation patrols, DRE/ARIDE, prosecution, sober ride alternatives | Law Enforcement, Prosecutors, Judiciary, HDOH |
| Speed | Data-driven speed corridors, automated enforcement with timely adjudication, education | Law Enforcement, HDOT, County Transportation |
| Distracted Driving | Handheld device enforcement, telematics data, public campaigns | Law Enforcement, HDOT, Media |
| Occupant Protection | Nighttime Click It or Ticket, back-seat and child restraint checks, CPS inspections | Law Enforcement, HDOH, Community Partners |
| Pedestrian & Bicycle | Crosswalk operations, lighting and hazard reporting, e-bike education under Act 259 | Law Enforcement, HDOT, County Transportation, Educators |
| Motorcycle & Moped | Helmet and licensing enforcement, rider training, driver awareness | Law Enforcement, Driver Licensing, Rider Training Providers |
| Aggressive Driving | Covert and night enforcement, community reporting, red light cameras | Law Enforcement, Prosecutors, HDOT |
| Roadway Factors | Officer hazard reporting, road safety audits, Safe System engineering | HDOT, County Transportation, Law Enforcement |

# SECTION 6 — MULTI-STAKEHOLDER ROLES AND RESPONSIBILITIES

---

Effective traffic safety is a shared responsibility. The following roles and responsibilities define each partner's primary contributions to *Spend One to Save One*. These are baseline expectations; partners are encouraged to exceed them in accordance with their unique capabilities and community relationships. Sections 6.10 through 6.14 identify additional stakeholder groups whose participation will strengthen the program.

### 6.1 Hawai‘i Department of Transportation (HDOT)

- Serve as the Program Coordination
- Provide agency partners the 2025–2029 Strategic Highway Safety Triennial Plan and its Safe System emphasis areas
- Provide statewide crash data analysis, high-crash location identification, behavioral (telematics) data, and quarterly fatality summaries to all partners
- Build and maintain an accessible behavioral data system that lets partners search unsafe driving by location, day, time, and behavior
- Prioritize engineering improvements at high-crash locations and respond to officer hazard reports
- Lead statewide media campaigns aligned with enforcement waves and the NHTSA communications calendar
- Coordinate automated enforcement, work zone safety, and traffic incident management with law enforcement
- Support the Law Enforcement Liaison in convening quarterly Traffic Commanders Meetings and publish an annual program evaluation

### 6.2 Law Enforcement (County Police Departments and the Department of Law Enforcement)

Law enforcement is the center of this program. Its responsibilities are divided by role so that every level of every agency knows what is expected.

**Executive Leadership (Chiefs, Deputy Chiefs, Assistant Chiefs, and Sheriff Division Leadership)**

- Publicly endorse *Spend One to Save One* and introduce it to officers personally, through roll call briefings and an in-service video
- Make traffic safety a core priority in agency strategic plans, with outcome goals for crashes and injuries rather than citation quotas
- Publish a short, numbered list of agency traffic safety priorities with numeric, dated crash-reduction goals; "do your best" is not a goal
- Move people and money to where people are seriously, critically or fatally injured, as shown by crash data
- Receive monthly reports from patrol and traffic commanders at command meetings on crashes, enforcement results, and outreach, so every commander owns their crash picture
- Allocate staffing, overtime, equipment, and training resources to traffic safety and protect traffic units from being stripped during staffing shortages
- Preserve traffic safety expertise through stable assignments, structured onboarding, and transition periods when personnel rotate. This could include the creation of a civilian “traffic Safety Coordinator” position to remain a stable asset for each department’s traffic unit
- Commit agency participation in statewide mobilizations and quarterly Traffic Commanders Meetings, and hold commanders accountable for results
- Adopt modern data systems so that near real-time crash, and telematic data is available to officers and analysts statewide
- Invest in software and equipment that can reduce time spent on the roadside for traffic stops or crash investigations
- Support officer training, recognition, wellness, and peer support programs, recognizing the cumulative toll of fatal crash response

**Commanders, Supervisors, and Traffic Safety Coordinators**

- Distribute weekly hotspot maps and a monthly fatality tracker to patrol districts and game-plan enforcement with sergeants

- Schedule and protect each officer's traffic safety hour around call load
- Direct officers to locations and times where data shows risk, and discourage "speed trap" and convenience enforcement
- Track hours logged, contacts (citations, warnings, and engagements), and documented behavior-change encounters; follow up with quality assurance callbacks
- Conduct after-action reviews after each mobilization and submit quarterly results to HDOT; report HVE results at the next Traffic Commanders Meeting
- Brief the Chief and administration monthly at command meetings on crash numbers, enforcement results, outreach, and after-action results
- Communicate intent down and problems up, so the commanders closest to a problem can adjust tactics week to week within the agency's published priorities
- Designated Traffic Commander: compile the monthly command reports and present them in person at the quarterly Traffic Commanders Meeting
- Nominate officers for monthly, quarterly, and annual recognition

**Patrol Officers**

- Dedicate one hour per shift to proactive traffic enforcement or education: *One Hour. One Driver. One Life.*
- Conduct high-visibility enforcement focused on the leading crash factors (speed, impairment, distraction, occupant protection, failure to yield)
- Treat every stop as an opportunity to educate: fair, respectful, consistent contacts build the legitimacy that drives voluntary compliance
- Investigate crashes thoroughly and complete crash reports accurately and on time, since good data drives everything else
- Report roadway hazards through standardized protocols
- Maintain SFST, ARIDE, and DRE skills and prepare impaired driving cases for successful prosecution
- Engage with residents at schools, community events, and neighborhood meetings
- Work with military installations on outreach to young service members

- Join driver education classes to share crash experiences and practical safety tips with new drivers
- Take part in Talking Traffic Tuesdays media segments to share a weekly traffic safety tip with the public

**Officer Training and Safety Standards**

- Annual traffic safety training for participating officers, including SFST certification and recertification, ARIDE, and DRE expansion across all counties
- Crash investigation and reconstruction training, including pedestrian and bicycle crash investigation
- Traffic Incident Management (TIM) training to protect each agencies greatest resource, their personnel
- High-visibility safety equipment, emergency lighting, and traffic control standards for stops and crash scenes
- Active enforcement of and public education on Hawai‘i's Move Over Law

### 6.3 First Responders (County Fire and EMS)

- Coordinate scene safety and unified command with law enforcement at crash scenes, following TIM practices
- Support Move Over Law education and National Crash Responder Safety Week activities
- Share de-identified patient outcome data, as permitted, to help evaluate program
- Lend the first responder perspective to public messaging; firefighters and paramedics are among the most credible voices on what crashes do to people
- Participate in school and community events with helmet, seat belt, and impaired as well as reckless driving messages
- Encourage firefighters to become certified Child Passenger Safety (CPS) Technicians, so parents and grandparents can bring their vehicles to a nearby fire station to have car seats checked and properly installed, and use each fitting to talk about seat belts, impaired driving, and safe driving in general
- Report roadway hazards and crash-prone locations observed during responses

### 6.4 Prosecutors

- Prosecute OVUII, vehicular homicide, excessive speeding, and reckless driving cases consistently and promptly, so consequences follow detection
- Provide feedback to officers on report quality and case preparation, and train officers on courtroom testimony and DRE evidence
- Participate in Traffic Commanders Meetings using the police-prosecutor reporting template to review case outcomes and emerging legal issues
- Coordinate victim notification and support, victim impact panels, and appropriate diversion programs
- Advise on legislation that strengthens traffic safety laws and adjudication

### 6.5 Educators

Educators include public and private school teachers and administrators, university and community college faculty, driver education instructors, and after-school and youth program leaders.

- Integrate age-appropriate traffic safety lessons into curriculum, from pedestrian safety for young keiki to impaired and distracted driving for teens
- Host officer, firefighter, and EMS presentations and partner on Safe Routes to School
- Teach students and parents the current rules for e-bikes, e-mobility devices, and mopeds under Act 222 and Act 259
- Manage safe drop-off and pick-up zones and report school-zone speeding and hazards to police and engineers
- Support graduated licensing and teen driver programs, and encourage peer-led safety messaging
- Invite officers into driver education courses to share real crash experiences, and teach defensive driving skills to new drivers

### 6.6 Media and Communication Specialists

This group includes agency public information officers, HDOT and county communications staff, social media teams, and news media partners.

- Publicize every enforcement operation before, during, and after, since publicity is what turns enforcement into deterrence
- Align campaigns with the NHTSA communications calendar and with local crash trends
- Use short-form video, conversational messaging, and platform data to reach target audiences such as young men, riders, and visitors
- Pair warnings with easy actions, lead with positive norms, and share stories of officers, survivors, and behavior changed
- Develop multilingual and culturally relevant content, including Pidgin-language messaging
- Share timely information on serious and fatal crashes, including likely contributing factors, to keep the public informed
- Track reach and engagement and report results with enforcement data
- Host a recurring Talking Traffic Tuesdays segment where officers and partners share one traffic safety tip, explain a law, or highlight a local crash trend

### 6.7 County Transportation Services

This group includes county transportation departments (such as Honolulu's Department of Transportation Services), public works departments, traffic engineers, planners, and metropolitan planning organizations.

- Develop and carry out county Vision Zero action plans
- Apply speed management, traffic calming, signal timing, crosswalk, and lighting improvements at high-crash locations
- Respond to officer and community hazard reports and close the loop by reporting back what was done
- Invite law enforcement into road safety audits and project planning, and share construction and project schedules

- Plan safe facilities for pedestrians, bicyclists, and e-mobility users
- Use crash and behavioral data in transportation planning and capital programming

### 6.8 Elected Officials

This group includes the Governor, state legislators, mayors, and county council members.

- Champion traffic safety legislation and funding, building on recent laws such as Act 66, Act 222, and Act 259
- Host and attend town halls, talk story sessions, and neighborhood meetings that include traffic safety on the agenda
- Bring constituent concerns about dangerous driving locations to police and engineers, and share responses back with constituents
- Support adjudication improvements so detected violations result in timely consequences
- Use their platforms to amplify campaign messages and to thank officers and partners
- Support structural improvements in statewide traffic enforcement, data systems, and training

### 6.9 Community Members

- Take one minute before every trip to prepare: plan the route, silence the phone, buckle up, and never drive impaired
- Talk about safe driving with family, friends, and co-workers, especially teens and kūpuna, and speak up about dangerous driving even when the conversation is uncomfortable; the Risky Driving Conversation Guide offers simple steps and sample language
- Report dangerous driving and hazardous locations to police and transportation officials
- Participate in neighborhood boards, community meetings, and volunteer safety events
- Use tools such as the Safe Roads Challenge app to build and reward safe habits
- Drive defensively: keep a safe following distance, scan ahead, expect others to make mistakes, look twice for riders and pedestrians, and stay calm instead of reacting to aggressive drivers

- Have car seats checked by a certified Child Passenger Safety Technician, including at participating fire stations
- Model safe behavior, and thank the officers and first responders who keep roads safe

### 6.10 Judiciary and Traffic Courts

- Promote timely, consistent adjudication of traffic and OVUII cases, including citations generated by automated enforcement
- Support mandatory traffic safety education and treatment programs where appropriate
- Share case disposition data to support recidivism tracking and program evaluation

### 6.11 Public Health and Trauma Care

This group includes the Hawai‘i Department of Health (including its Emergency Medical Services and Injury Prevention System Branch), hospitals, and trauma centers.

- Provide injury surveillance and trauma registry data to complement police crash data
- Lead child passenger safety programming and car seat distribution
- Connect impaired driving offenders to substance use and behavioral health services
- Host and support clinical and community forums on emerging risks such as e-mobility injuries

### 6.12 Advocacy and Survivor Organizations

This group includes organizations such as MADD Hawaii, the Hawai‘i Bicycling League, AARP Hawai‘i, and pedestrian safety advocates.

- Share survivor and victim stories that keep the human cost visible
- Amplify campaigns through their networks and participate in victim impact panels
- Provide policy expertise and community feedback on proposed laws and projects

### 6.13 Business, Tourism, and Fleet Partners

This group includes the visitor industry, rental car and moped rental companies, rideshare and taxi companies, employers with vehicle fleets, insurers, tow operators, and military installations.

- Deliver traffic safety information to visitors at the point of rental and arrival
- Comply with and reinforce safety requirements of rental vehicles
- Adopt employer policies on phone use, seat belts, and impaired driving, and use fleet telematics and defensive driving training to coach drivers
- Support sober ride programs during holidays and major events

# SECTION 7 — PROGRAM METRICS AND ACCOUNTABILITY

---

Data-driven accountability is foundational to the integrity and effectiveness of *Spend One to Save One*. The program measures presence, prevention, and impact. **It is not about quotas or citation counts.** Success is defined by fewer crashes, injuries, and deaths, supported by measurable changes in driver behavior.

## 7.1 Key Performance Indicators

The following indicators are tracked at the statewide and county levels, quarterly and annually, and align with the performance targets in the Triennial Highway Safety Plan and the SHSP:

**Key Performance Indicators**

| Category | Indicators |
|---|---|
| Outcomes | Traffic fatalities and serious injuries (statewide and by county, year over year and against the five-year average); fatalities by road user type; fatality rate per 100 million vehicle miles traveled |
| Behavior | Observed seat belt use (day, night, back seat); observed helmet and phone use; Safe Roads Challenge speed and phone events; average speed and percent over the limit on target corridors |
| Enforcement Activity | Officer hours logged in the program; contacts by type (citations, warnings, engagements); HVE operations and sobriety checkpoints; OVUII arrests and DRE evaluations |
| Engagement | Community meetings, school events, and media segments; partner meetings held; hazard reports submitted and resolved |
| Accountability | Prosecution and conviction rates for OVUII and vehicular homicide; time from violation to adjudication; timeliness and completeness of crash reporting |
| Readiness | Officer training completion (SFST, ARIDE, DRE, TIM, crash investigation); traffic crash response time data |

## 7.2 Data Collection and Reporting

The program's data infrastructure supports both internal management and external accountability:

- **Sources:** Police crash reports, FARS, HDOT safety analytics and mobility data, Safe Roads Challenge telematics, statewide seat belt and attitudinal surveys, agency enforcement logs, prosecutor and court dispositions, and EMS and trauma data

- **Monthly:** HDOT statewide fatality summary and hotspot data distributed to all partners; patrol and traffic commanders report crashes, enforcement results, and outreach to their Chief and administration at monthly command meetings
- **Quarterly:** Each partner agency reports program activity and outcomes to HDOT; each department's designated Traffic Commander presents the agency's compiled monthly results in person at the Traffic Commanders Meeting, where they are shared with partner agencies and the community; HVE mobilization results are reported on the first day of the next meeting
- **Annually:** A comprehensive program evaluation report is published and made publicly available, along with NHTSA performance reporting
- **Data systems:** All state and county law enforcement agencies move to near real-time electronic crash reporting and shared data platforms by the end of 2027, so crash data can be paired with behavioral data for proactive deployment

### 7.3 Continuous Improvement

The program commits to honest, ongoing self-assessment and adaptation:

- Annual program review and strategic planning session convened by HDOT with all partner agencies
- Reviews following every major enforcement mobilization and campaign
- Regular review of crash and behavioral data to identify emerging risks, and adjustment of deployment by county behavioral profile
- Willingness to stop or redirect efforts that are not producing results; continuing an activity that no longer creates value is the real failure
- Integration of emerging national best practices, NHTSA research, and proven countermeasures
- Feedback from officers, partners, and community members built into each review cycle to ensure both effectiveness and efficiency of the program

## SECTION 8 — CONCLUSION

---

**Program Commitment Statement**

*"Every officer, every agency, every partner — one moment at a time, one life at a time."*

*Spend One to Save One* is more than a program name. It is a professional and moral commitment made by every officer who steps onto a roadway (risking their own safety) to conduct a traffic stop, every agency that allocates resources to traffic safety operations, every engineer and planner who redesigns a dangerous intersection, every educator who teaches a child to cross safely, and every community member who shows up to a neighborhood meeting to talk about the speeding on their street. It is a promise made to the families of Hawai‘i that the people entrusted with public safety will not treat traffic deaths as an acceptable cost of modern life.

Hawai‘i's roadways must be safe for residents navigating daily life, for visitors experiencing the islands, and for the generations that follow. It starts with us calling these senseless tragedies what they are, crashes or collisions. The crashes that kill and injure people on our roads are not “accidents” in the true sense of the word, and we must not use that word to describe them. They are predictable, preventable events that we have both the knowledge and the tools to stop. In 2026, Hawai‘i proved that when we use data, coordinate our efforts, and engage one another, fewer families get the knock on the door. The task now is to sustain that progress and extend it to every island.

By spending one hour, making one contact, having one conversation, reporting one hazard, attending one community meeting, conducting one checkpoint — we move the needle. We change trajectories. We save lives.

**That is our mission…our promise… and what it means to Spend One to Save One.**

## DATA SOURCES

---


Hawai‘i Department of Transportation. *Hawai‘i Strategic Highway Safety Plan 2025–2029*.

Hawai‘i Department of Transportation and county police departments. State of Hawai‘i traffic fatality breakdowns by county, 2003–2026 (preliminary).

Rising HI LLC. *FFY 2026 Final Report, Law Enforcement Liaison, Grant ID26-S-02* (preliminary January 1 – September 30, 2026 fatality comparison).

Hawai‘i Seat Belt Use Surveys, Summer 2025 and Winter 2026, and statewide summary prepared for the Traffic Commanders.

Hawai‘i Department of Transportation. Hawai‘i Safe Roads Challenge monthly report, April 2026; Daniel K. Inouye Highway corridor safety analytics, 2024–2025.

Iwamoto, D. *Kuleana on the Road: The Behavioral Science of High-Visibility Enforcement*, presented to the State of Hawai‘i Traffic Commanders, July 2026.

Slayter, J. *Data-Driven Traffic Enforcement in Hawai‘i* (Honolulu Police Department Traffic Division results, 2018–2021).

Civil Beat. "Hawai‘i's Road Fatalities In 2025 Were Highest Since 2007," January 2026.

Honolulu Police Department. "HPD, EMS, DTS and HDOT Launch 'Safer Roads, Together 2026'," April 2026.

National Highway Traffic Safety Administration. Early estimate of 2025 motor vehicle traffic fatalities; *Countermeasures That Work*; *DDACTS 2.0 Operational Guidelines* (2026).

Governors Highway Safety Association. *Pedestrian Traffic Fatalities by State: 2025 Preliminary Data*, July 2026.

Hawai‘i Department of Transportation and county police departments. *Statewide traffic fatalities by county and road user type*, January 1 – December 31, 2024 and 2025.

Hawai‘i Department of the Attorney General. *Hawai‘i Crime Dashboard* (crimestats.hawaii.gov), calendar year 2025 data, and news release 2026-54, "Department of the Attorney General Publishes Statewide Crime Data and Expanded Dashboard," September 15, 2026.

Slayter, J. *Why Traffic Stops Matter* (Hawai‘i Law Enforcement Liaison, 2026).

International Association of Chiefs of Police. *High Visibility Education and Enforcement (HVEE) Pilot Project: A Collaborative Approach to Traffic Safety* (2016).

U.S. Department of Justice, Office of Justice Programs. *Shawnee, Kansas Smart Policing Initiative: Reducing Crime and Crashes* (NCJRS abstract).

Mattox, S. "Five Leadership Priorities for Combating Cannabis-Impaired Driving," *Police Chief* 93, no. 7 (July 2026): 20–22.

Green, K., MacFarlane, J., Finley, K., and Hanson, B. *Are You Concerned About Someone's Risky Driving? A Conversation Guide for Friends and Family* (Center for Health and Safety Culture, Montana State University, 2026); and Finley, K., et al., Engaging Bystanders to Reduce Aggressive Driving: A Toolkit for Community Leaders (2026).

Hawai‘i Public Radio. "Death toll from Āliamanu fireworks explosion rises again to 6," February 5, 2025.

Office of the Governor. "Gov. Green Increases Public Safety with the Signing of Fireworks Bills," June 30, 2025.

KHON2. "Illegal Fireworks Task Force confiscated more than 227,000 lbs of illegal explosives," October 6, 2025.

Hawai‘i State Legislature. Senate Resolution 70 and House Resolution 119 (2026), Requesting the Department of Transportation and Department of Law Enforcement to Collaborate to Establish a State Highway Police Force.

Jalopnik. "Hawaii Is The Only State Without A Highway Patrol"; Civil Beat, "That Cop Pulling You Over May Soon Be A State Deputy Sheriff," January 2025.

Byrd, D. (Lieutenant Colonel, Arizona Department of Public Safety). *Saving Lives Through Leadership: Aligning People, Mission, and Culture for Safer Highways*, IACP Impaired Driving & Traffic Safety Conference, Anaheim, CA, August 2026.