

Highway Safety Plan Credits

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Acronym Guide

AAA	American Automobile Association
ARIDE	Advanced Roadside Impaired Driving Enforcement
BAC	Blood Alcohol Concentration
BHDDH	Behavioral Healthcare, Developmental Disabilities, and Hospitals
BIARI	Brain Injury Association of Rhode Island
CARE	Combined Accident Reduction Effort
CCRI	Community College of Rhode Island
CDL	Commercial Driver's License
CDMS	Crash Data Management System
CIOT	Click It or Ticket
COZ	Child Opportunity Zone
CPS	Child Passenger Safety
CPST	Child Passenger Safety Technician
CSEA	Center for Southeast Asians
CTM	Countermeasures that Work
DDACTS	Data-Driven Approach to Crime and Traffic Safety
DITEP	Drug Impairment Training for Educational Professionals
DNLT	Drive Now Text Later
DRE	Drug Recognition Expert
DSoGPO	Drive Sober or Get Pulled Over
DUI	Driving Under the Influence
DWI	Driving While Intoxicated
EMT	Emergency Medical Technician
EUDL	Enforcing the Underage Drinking Laws
FARS	Fatality Analysis Reporting System
FAST	Fixing America's Surface Transportation
FFY	Federal Fiscal Year
FHWA	Federal Highway Administration
FMCSA	Federal Motor Carrier Safety Administration

GDL	Graduated Driver's License
GHSA	Governor's Highway Safety Association
HS 1	Highway Safety Grant application
HSM	Highway Safety Manual
HSP	Highway Safety Plan
HVE	High-Visibility Enforcement
IACP	International Association of Chiefs of Police
IHSDM	Interactive Highway Design Model
ILSR	Institute for Labor Studies and Research
LEHSTC	Law Enforcement Highway Safety Training Coordinator
LEL	Law Enforcement Liaison
MADD	Mothers Against Drunk Driving
MAP-21	Moving Ahead of for Progress in the 21st Century
MOU	Memorandum of Understanding
NHTSA	National Highway Traffic Safety Administration
NOPUS	National Occupant Protection Use Survey
OHS	Office on Highway Safety
OSCAR	On-Line System Crash Analysis and Reporting
PCL	Providence Community Library
PEP	Performance Enhancement Plan
RFP	Request for Proposal
RIBHDDH	Rhode Island Department of Behavioral Healthcare, Developmental Disabilities, and Hospitals
RIDOC	Rhode Island Department of Corrections
RIDOT	Rhode Island Department of Transportation
RIDMV	Rhode Island Division of Motor Vehicles
RIIL	Rhode Island Interscholastic League
RIMPA	Rhode Island Municipal Police Academy
RIPCA	Rhode Island Police Chiefs Association
RIPTIDE	Rhode Island Police Teaming for Impaired Driving Enforcement
RISP	Rhode Island State Police
SADD	Students Against Destructive Decisions

SAFETEA LU	Safe, Accountable, Flexible, and Efficient Transportation Equity Act: A Legacy for Users
SFST	Standardized Field Sobriety Testing
SHSP	Strategic Highway Safety Plan
SIDNE	Simulated Impaired Driving Experience
TOPS	Traffic Occupant Protection Strategies
TRCC	Traffic Records Coordinating Committee
TSRFT	Traffic Safety Resource Forensic Toxicologist
TSRP	Traffic Safety Resource Prosecutor
URI	University of Rhode Island
VMS	Variable Message Sign
VMT	Vehicle Miles Traveled

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1

Highway Safety in Rhode Island

1.1 Executive Summary

This Rhode Island Highway Safety Annual Report for Federal Fiscal Year (FFY) 2018 serves as the State of Rhode Island's assessment of the Highway Safety Plan (HSP) for FFY 2018. It documents the use of grant funding administered by the National Highway Traffic Safety Administration (NHTSA) for federal funds available under the Section 402 State and Community Highway Safety grant program, Section 405 National Priority Safety Program of Fixing America's Surface Transportation (FAST) Act, Section 164 penalty transfer funds, and carry-forward funds from other funding programs. A comprehensive HSP is developed by the Rhode Island Department of Transportation (RIDOT) Office on Highway Safety (OHS) on an annual basis to document the targets and objectives related to creating safer roadways. The plan identifies current highway safety problems, defines performance targets, and describes projects and activities that will be implemented to address highway safety concerns and achieve set targets. This Annual Report reviews the yearly status and progress on implementing Rhode Island highway safety programs and projects.

For FFY 2018, the HSP identified ten program areas to focus resources to reduce fatalities and serious injuries. The areas included distracted driving/cell phone use, impaired driving, motorcycles, occupant protection, older drivers, pedestrians and bicyclists, speed, traffic records, young drivers, and planning and administration. Within each area, data-driven performance measures and targets were identified based primarily on 2011 to 2016 trend data. The 12 Core Performance Measures required by the National Highway Traffic Safety Administration (NHTSA) and targets were tracked through the 2018 HSP and are detailed in Table 1.1. Through the implementation of safety activities and projects, Rhode Island is on pace to achieve one of its 12 five-year average targets in Calendar Year 2018. While actual numbers for five performance areas in 2018 were below the five-year average targets, the 2017 actual numbers were significantly higher, therefore, meeting the five-year average target was a challenge. In instances where target information is not available, it is because the Fatality Analysis Reporting System (FARS) data for FFY 2018 are not available.

This Annual Report:

- › Documents Rhode Island progress in meeting its highway safety targets identified in the 2018 HSP for each of the ten program areas; and
- › Describes projects and activities funded during FFY 2018 and how they contributed to meeting Rhode Island's identified highway safety targets.

1.2 Introduction

The Office on Highway Safety (OHS) of the Rhode Island Department of Transportation (RIDOT) is the primary agency responsible for implementing federally-funded highway safety projects in Rhode Island. Improving highway safety is the major focus of the OHS and the RIDOT.

In 2018, crashes on Rhode Island highways resulted in 59 fatalities and 355 serious injuries. Roadway fatalities decreased 35 percent from the 2017 levels, and serious injuries increased six percent. Fatalities have dropped from the recent high in 2017. Serious injuries, while showing an increase, are still lower than the years preceding the low in 2017. In terms of the five-year rolling average, fatalities are slightly higher than the low in 2016 and serious injuries continue to decrease.

The human and economic consequences of fatal and serious injury crashes remain unacceptable and unaffordable. An increase in the number of fatalities and serious injuries means we need to strengthen our efforts to address highway safety. As a fundamental component of improving the quality of life for the citizens and visitors of the State, the OHS remains committed to its mission, which consists of two goals:

1. To reduce the number of fatalities and serious injuries on Rhode Island roadways; and
2. To reduce the number of traffic crashes and the severity of their consequences.

The OHS provides the required resources to plan and carry out activities to fulfill this mission. To ensure effectiveness, OHS develops and maintains relationships with advocacy groups, citizens, community safety groups, complementary state and federal agencies, and local and state police departments. The OHS conducts data analysis to monitor crash trends in the State and ensure State and federal resources target the areas of greatest need. The OHS is an active participant in the development and implementation of the State Strategic Highway Safety Plan (SHSP), providing expertise related to driver behavioral issues, education, and enforcement-related countermeasures. The OHS works closely within the RIDOT to ensure coordination between the HSP and the SHSP, ideally resulting in one comprehensive and strategic highway safety program for the State.

The Rhode Island SHSP is now coordinated and facilitated through the OHS. This ensures alignment of the HSP with the SHSP and emphasizes coordinated performance measures throughout all safety issue areas. The SHSP is being reviewed, reinforced, and extended within FFY 2018. It is our goal to create a distinct and workable linear correlation between the HSP and our 2017-2022 SHSP.

Ongoing challenges of gathering and linking data exist. Both the SHSP and HSP utilize FARS data and other traffic safety data collected through contracted services. An outcome of the NHTSA Traffic Records Assessment in Rhode Island that concluded in April 2015 led to a comprehensive listing of core system deficiencies. This list expanded as the TRCC identified more room for improvement following the Assessment. The projects included in this Highway Safety Plan directly address the

deficiencies identified by the Assessment team and TRCC members. Projects were proposed by TRCC members and voted on based on potential for eliminating system deficiencies. In 2018, progress was made to unify data sources and augment the quality of databases and resources. This included the reconciling of serious injury data.

In the 2018 HSP, the OHS assessed highway safety in Rhode Island based on fatal and serious injury crash data and problem areas, set targets, developed programs, and dedicated resources to implementing these programs and projects in the areas of greatest need. The Rhode Island FFY 2018 Highway Safety Annual Report reviews the execution of the FFY 2018 HSP.

1.3 Strategic Partners

During the FFY 2018 planning cycle, OHS reached out to safety stakeholders to gather input on safety problems and effective countermeasures being implemented by other agencies. Opportunities to enhance partnerships and collaboration were also identified. The list of stakeholders working in partnership with the OHS is provided below.

- › American Automobile Association Northeast
- › Bike Newport
- › Brain Injury Association of Rhode Island (BIARI)
- › Community College of Rhode Island (CCRI)
- › Connecting for Children and Families, Inc. – Woonsocket COZ Safe Communities (CCF)
- › Cranston Child Opportunity Zone (COZ)
- › Mothers Against Drunk Driving (MADD)
- › Oasis International
- › Rhode Island Bicycle Coalition
- › Rhode Island Department of Revenue, Division of Motor Vehicles (RIDMV)
- › Rhode Island Department of Health – Prevention and Control
- › Rhode Island Department of Behavioral Healthcare, Developmental Disabilities and Hospitals (BHDDH)
- › Rhode Island Hospital Injury Prevention Center
- › Rhode Island Hospitality and Tourism Association – Rhode Island Hospitality Association Education Foundation
- › Rhode Island Motorcycle Association
- › Rhode Island Municipal Police Training Academy
- › Rhode Island Office of the Attorney General
- › Rhode Island Police Chiefs Association (RIPCA)
- › Rhode Island State Police (RISP)

- › Rhode Island Student Assistance Services (RISAS)
- › Rhode Island Traffic Tribunal
- › Riverzedge Arts
- › Nobidade TV
- › The Genesis Center
- › Young Voices
- › Statewide Substance Abuse Task Forces

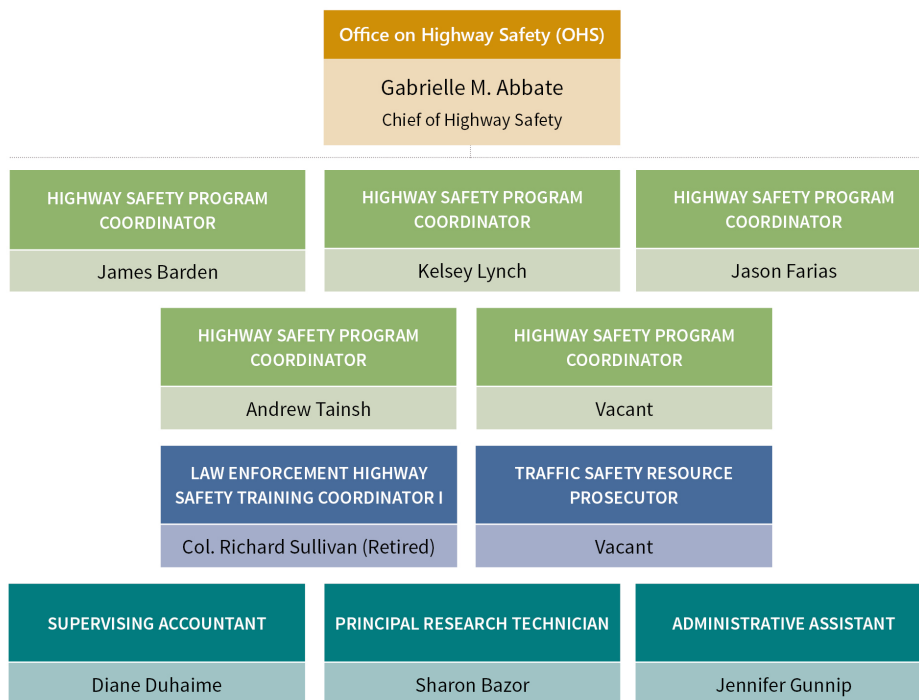
In addition to these stakeholders, the OHS works with numerous other agencies and organizations throughout the year:

- › 38 local police departments
- › AMICA Insurance
- › Federal Highway Administration (FHWA)
- › Federal Motor Carrier Safety Administration (FMCSA)
- › Rhode Island Judiciary
- › Motorcycle retail and repair representatives
- › National Highway Traffic Safety Administration (NHTSA)
- › Rhode Island Association of Independent Insurers
- › Rhode Island Department of Corrections (DOC)
- › Rhode Island Interscholastic League (RIIL)
- › Rhode Island Safe Kids Coalition
- › Students Against Destructive Decisions (SADD)
- › University of Rhode Island (URI)

1.4 Organization and Staffing

Figure 1.1 shows the RIDOT OHS organizational chart. In addition to operational and administrative tasks, each OHS Program Coordinator is responsible for overseeing specific programs and emphasis areas which promote identified countermeasures to enhance highway safety across the State. The program areas addressed by OHS are assigned to Program Coordinators based on their individual safety training and the capacity of the OHS, as noted below. As discussed with the NHTSA Region 1 office, all OHS personnel will attend the United States Department of Transportation (USDOT) Transportation Safety Institute (TSI) training at least every five years to keep up to date with the latest changes on program policies and federal legislation.

Figure 1.1 RIDOT OHS Organizational Chart



1.5 Problem Identification

Ten program areas were the focus of the OHS FFY 2018 HSP. The activities and projects identified to address these areas, and the results are detailed in Section 3.0 – Program Areas. These programs included:

- › **Distracted Driving/Cellphone Use** – The incidence of driving while distracted by any outside factors, most commonly cell phone use.
- › **Impaired Driving** – The incidence of driving under the influence (DUI) and driving while intoxicated (DWI).
- › **Occupant Protection** – The failure of vehicle occupants to use safety belts and appropriate child passenger safety (CPS) restraints.
- › **Speed** – The incidence of speed and related recklessness as a contributor to fatalities and serious injuries on Rhode Island’s roadways.
- › **Young Drivers** – The overrepresentation of young drivers in fatal and serious injury crashes.
- › **Motorcycles** – The safety of motorcyclists and their passengers on Rhode Island’s roadways.
- › **Older Drivers** – The growing needs of older drivers whose abilities deteriorate with age.
- › **Vulnerable Road Users** – The safety of pedestrians, bicyclists, and school bus passengers.

- › **Traffic Records** – The improvement of timeliness, completeness, accuracy, uniformity, compatibility, and integration of the State’s traffic records for problem identification, strategy selection, and performance measurement.
- › **Planning and Administration** – The planning, development, coordination, monitoring, and evaluation of highway safety projects.

1.6 Legislative Update

In 2011, Rhode Island became the 33rd state in the country to enact a primary seat belt law. The law went into effect on June 30, 2011 and was set to expire on June 30, 2013. However, the General Assembly passed a law removing the sunset clause on the primary seat belt law and also changed the fine from \$85.00 for all offenders to \$85.00 for all unbelted passengers up to seven years old and \$40.00 for all offenders eight years of age. In 2011 RI’s seatbelt usage rate was 78%. Following the passing of this statute, followed by increased law enforcement presence and community education RI now boasts a usage rate of 89%.

- › The Rhode Island General Assembly modified the Move Over Law to include construction and maintenance vehicles performing work on the side of the road.
- › During the 2014 Session of the Rhode Island General Assembly, legislation was approved and signed into law by the Governor that provides for expanded use of Ignition Interlock Devices (IID) by making installation of the device’s mandatory for repeat DUI and Chemical Test Refusal offenders and providing for judicial discretion to impose IIDs as part of sentencing of first-time offenders of both offenses.
- › An important transportation safety bill which clarifies the fine schedule for unauthorized use of personal wireless communication devices on a school bus was passed during the 2015 legislative session. The act clarifies the definition of “use” to prohibit any use of a wireless handset or a personal wireless communication device other than hands-free use, to conform Rhode Island legislation to federal guidelines.
- › During the 2016 legislative session the OHS supported several bills including: a “hands-free” mobile device bill, a bill which supported speed cameras in school and work zones, and another bill which would increase the look back window for DUI offenses from five years to ten years. The hands-free mobile device bill was signed into law and took effect on June 1, 2018.
- › Children under 2 are now required to be restrained in rear-facing car seats.
- › We also continue to watch considerations being offered on behalf of a bill for an enhancement to the GDL statute which would mandate classes for parents of driver education students under age 18.

The OHS established an ambitious set of targets for 2018, shown in **Table 1.1**, to improve safety in each of the program areas. The targets are based on a trend from a 2011-2015 five-year average baseline.

Table 1.1 Performance Trends and Five-Year Average Targets

Performance Measures		2009	2010	2011	2012	2013	2014	2015	2016	2017	Actual 2018 ^a	2018 Target ^b
C-1	Traffic Fatalities (Actual)	83	67	66	64	65	51	45	51	84	59	
	Five-Year Moving Average	77	73	70	69	69	63	58	55	59	58	53
C-2	Serious Injuries (Actual)	484	542	455	422	366	438	427	407	322	355	
	Five-Year Moving Average	U/A	U/A	494	473	454	445	422	412	392	390	373
C-3	Traffic Fatalities per 100 million VMT	1.01	0.81	0.84	0.82	0.84	0.66	0.57	0.64	1.04	U/A	
	Five-Year Moving Average	0.92	0.88	0.85	0.85	0.86	0.79	0.75	0.71	0.75	U/A	0.68
C-4	Unrestrained Occupant Fatalities	32	26	23	20	19	10	16	15	24	13	
	Five-Year Moving Average	30	28	26	26	24	20	18	16	17	16	16
C-5	Number of Fatalities Involving Driver or Motorcycle Operator with ≥ 0.08 BAC ^c	34	27	26	28	23	17	19	19	34	U/A	
	Five-Year Moving Average	29	27	26	28	28	24	23	21	22	U/A	21
C-6	Speed-Related Fatalities	39	33	23	30	17	13	20	23	41	13	
	Five-Year Moving Average	32	31	27	29	28	23	21	21	23	22	19
C-7	Motorcyclist Fatalities	19	15	15	8	11	10	9	4	11	18	
	Five -Year Moving Average	14	14	14	13	14	12	11	8	9	10	7
C-8	Unhelmeted Motorcyclist Fatalities	12	11	9	5	6	7	4	4	5	9	
	Five-Year Moving Average	8	9	8	8	9	8	6	5	5	6	4
C-9	Drivers Age 20 or Younger Involved in Fatal Crashes	11	7	4	4	7	4	6	9	13	3	
	Five-Year Moving Average	14	11	9	7	7	5	5	6	8	7	5

Performance Measures		2009	2010	2011	2012	2013	2014	2015	2016	2017	Actual 2018 ^a	2018 Target ^b
C-10	Pedestrian Fatalities	16	9	14	5	14	14	8	14	21	7	
	Five-Year Moving Average	14	13	13	11	12	11	11	11	14	13	10
C-11	Bicyclist Fatalities	0	2	0	2	3	0	0	2	2	1	
	Five-Year Moving Average	1	1	1	1	1	1	1	1	1	1	1
B-1	Percent Observed Belt Use for Passenger Vehicles – Front Seat Outboard Occupants	75%	78%	80%	78%	86%	87%	87%	88%	88%	89%	91%
	Number of Speeding Citations Issued During Grant-Funded Enforcement Activities	4,630	5,802	6,446	7,317	8,446	9,607	6,200	8,092	10,798	7,047	
	Number of Safety belt Citations Issued During Grant-Funded Enforcement Activities	2,553	2,181	2,172	5,958	5,346	2,825	7,099	5,562	5,272	5,189	
	Number of Impaired Driving Arrests Made during Grant-Funded Enforcement Activities	253	288	253	417	438	507	404	363	306	175	

Source: RIDOT, June 2018; Rhode Island Department of Motor Vehicles, June 2018; FARS, June 2018; 2005 to 2018 Rhode Island Observed Restraint Use Surveys.

a Fatality and Serious Injury statistics based on 2018 preliminary total reported from January 1 to December 31, 2018. Citation statistics based on 2018 preliminary total reported from January 1 to November 13, 2018.

b Based on FFY 2018 Highway Safety Plan.

c NHTSA imputed.

U/A Indicates data not available at this time.

2

Performance Data – 2011 to 2018

2.1 Crash Summary

In Rhode Island, traffic fatalities decreased from 84 in 2017 to 59 in 2018, while serious injuries increased from 322 in 2017 to 355 in 2018. Overall, preliminary numbers for Rhode Island show that only two of the targets for 2018 will be met. The significant spike in 2017 affects the five-year average performance for the next few years. Six of the performance areas showed decreases in the actual number for 2018, however, these decreases were not enough to offset the spike in 2017 to move toward the desired five-year average target. We will need to redouble efforts to lower the actual year numbers to help drive the five-year average down.

Table 2.1 provides detail on Rhode Island highway safety trends from the 2011 baseline to 2018 (as data are available). This table details “Select Performance Measures” identified by NHTSA and the Governors Highway Safety Association (GHSA) for measuring progress. **Figure 2.1** to **Figure 2.12** illustrate NHTSA identified Core Performance Measures in detail and include data points, an associated trend line, and one-year achievements for the most recent year for which data are available. For each figure, the 2018 year includes a dot to indicate the five-year average target described in the 2018 Highway Safety Plan. The left column in 2018 is the actual year number while the right column shows the five-year average. If the right column extends above the dot, this indicates the five-year average target was not met. Additional details on meeting the targets and plans to improve performance are provided in the individual program areas in the next chapter.

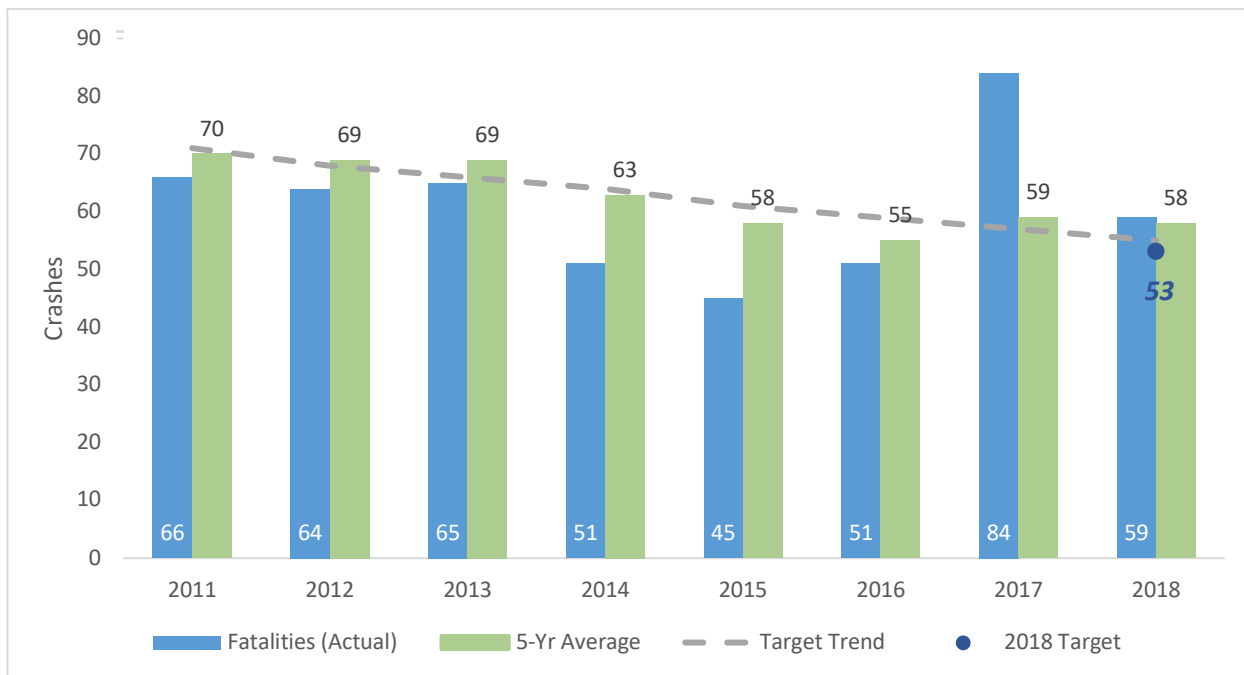
Table 2.1 Traffic Safety Trends in Rhode Island

Crash Data/Trends	2011	2012	2013	2014	2015	2016	2017 ^a	2018 ^b
Fatalities (Actual) ^c	66	64	65	51	45	51	84	59
Fatality Rate/100 Million VMT	0.84	0.82	0.84	0.66	0.57	0.64	1.04	N/A
Number of serious injuries	455	422	366	438	427	407	322	355
Number of fatalities involving driver or motorcycle operator with BAC ≥ 0.08 ^d	26	28	23	17	19	19	34	N/A
Number of unrestrained passenger vehicle occupant fatalities	23	20	19	10	16	15	24	13
Number of speed-related fatalities	23	30	17	13	20	23	41	13
Number of motorcycle fatalities	15	8	11	10	9	4	11	18
Number of unhelmeted motorcyclist fatalities	8	5	6	7	4	4	5	9
Number of drivers age 20 or younger involved in fatal crashes	4	4	7	4	6	9	13	3
Number of pedestrian fatalities	14	5	14	14	8	14	21	7
Number of bicyclist fatalities	0	2	3	0	0	2	2	1
Percent observed belt use for passenger vehicles – front seat outboard occupants	80%	78%	86%	87%	87%	88%	88%	89%
Number of safety belt citations issued during grant-funded enforcement activities	2,172	5,958	5,346	2,825	7,099	5,562	5,272	7,047
Number of impaired driving arrests made during grant-funded enforcement activities	253	417	438	507	404	363	306	175
Number of speeding citations issued during grant-funded enforcement activities	6,446	7,317	8,446	9,607	6,200	8,092	10,798	5,189

Source: RIDOT, December 2018; Rhode Island DMV, December 2018; FARS, December 2018; 2011-2018 Rhode Island Observed Restraint Use Surveys.

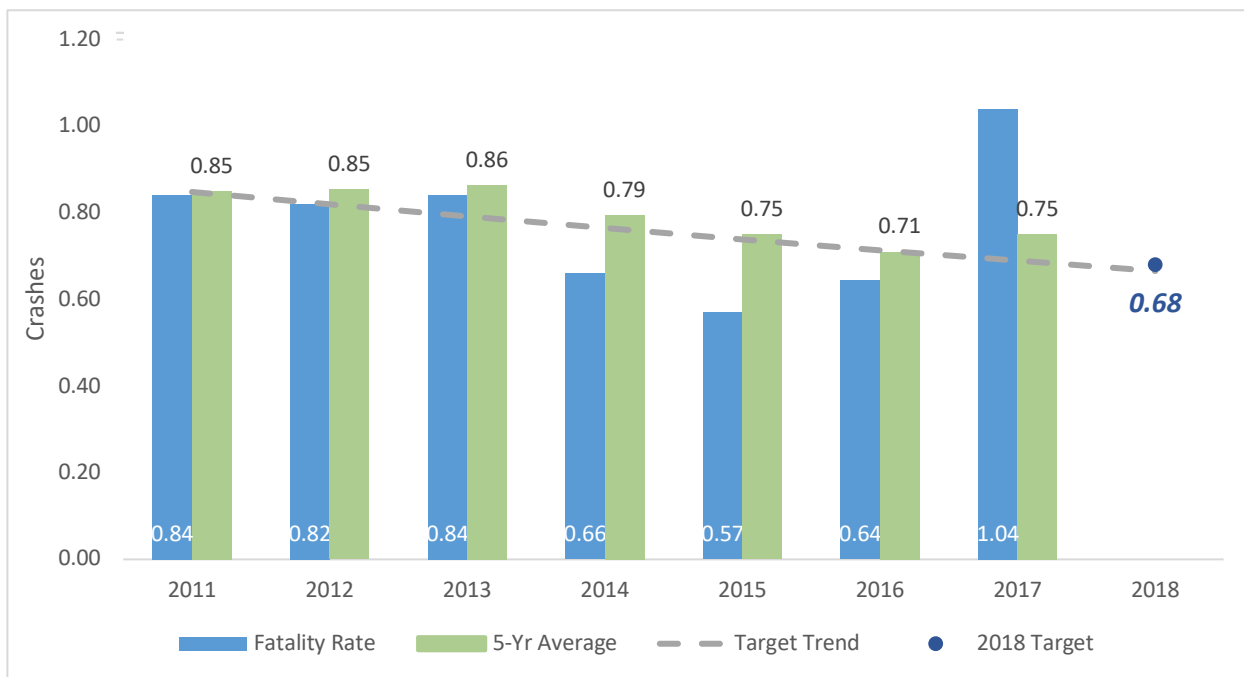
- a Some numbers reported in this FFY 2018 Annual Report may differ slightly from the same numbers reported in previous reports due to changes in data availability and data quality improvements. Some crash data are new to this report and trend data may not be available with consistent reporting procedures and/or methodology.
- b 2017 FARS data are preliminary at time of reporting.
- c 2018 crash statistics reflect preliminary crash totals reported from January 1 through December 31, 2018. Citation statistics reflect preliminary totals reported from January 1 to November 13, 2018.
- d NHTSA imputed.
- U/A Indicates data unavailable at the time of reporting.

Figure 2.1 Fatalities (2011 Baseline to 2018)



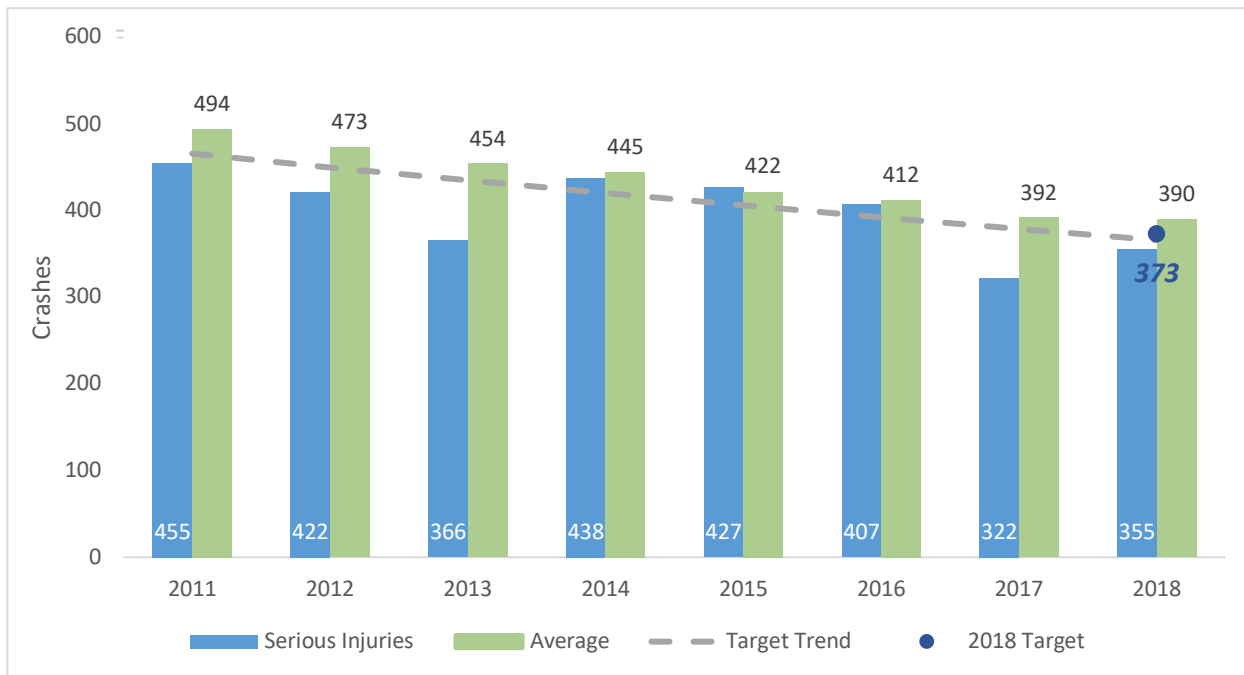
Source: RIDOT/OHS, 2018 and FARS, 2018.

Figure 2.2 Fatality Rate per 100 Million VMT (2011 Baseline to 2018)



Source: RIDOT/OHS, 2018 and FARS, 2018.

Figure 2.3 Serious Injuries (2011 Baseline to 2018)

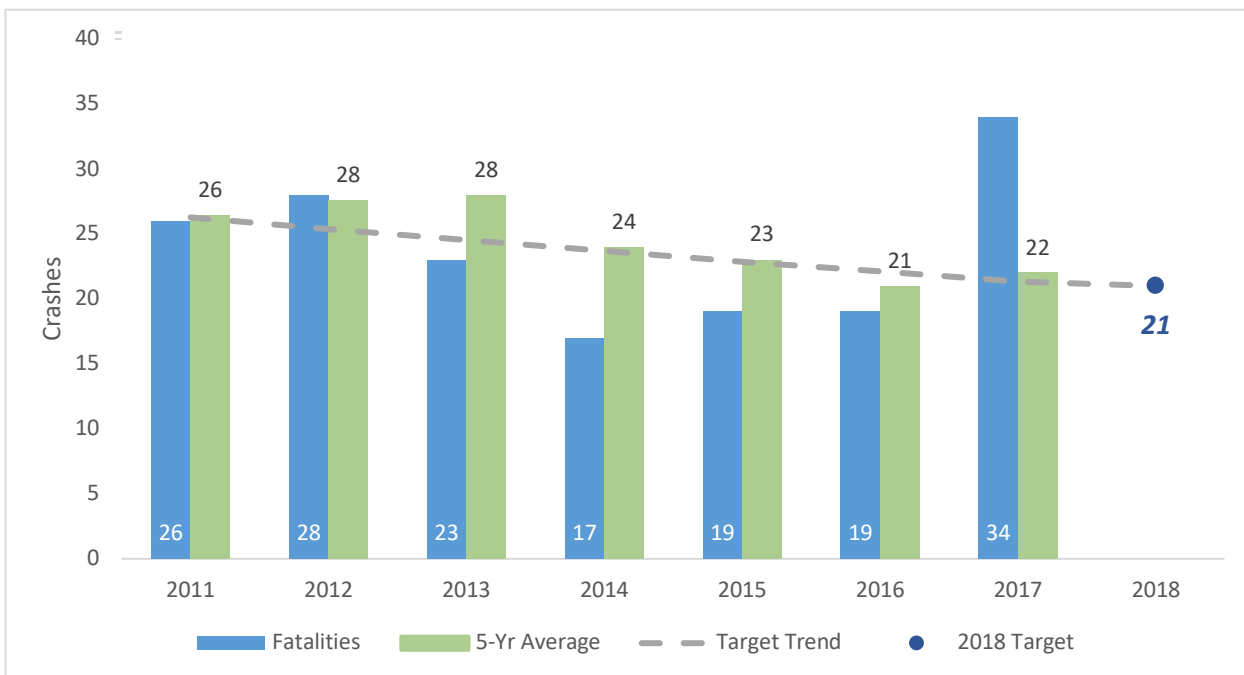


Source: RIDOT/OHS, 2018.

Note: Beginning in 2013, RIDOT transitioned to reporting a 5-year average annual crashes rather than a 3-year average as more data became available.

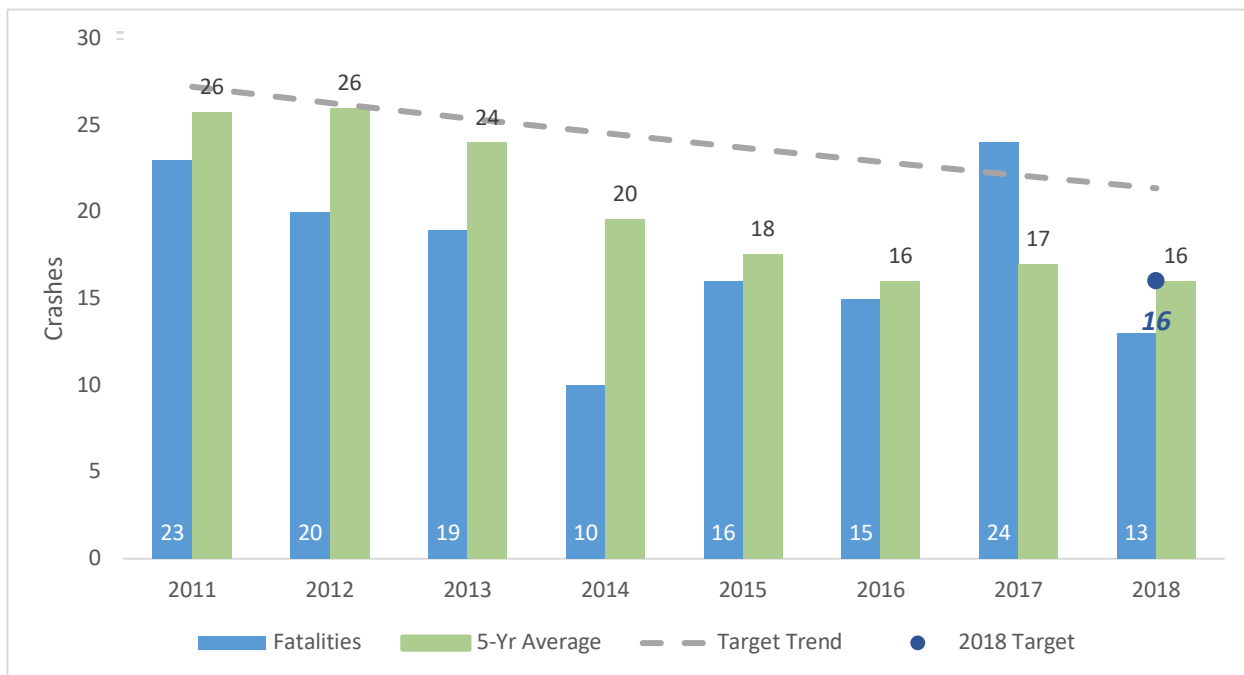
2018 Serious injury data is current as of December 14, 2018.

Figure 2.4 Fatalities Involving Driver or Motorcycle Operator ≥ 0.08 BAC (2011 Baseline to 2018)



Source: NHTSA Imputed Data, 2018.

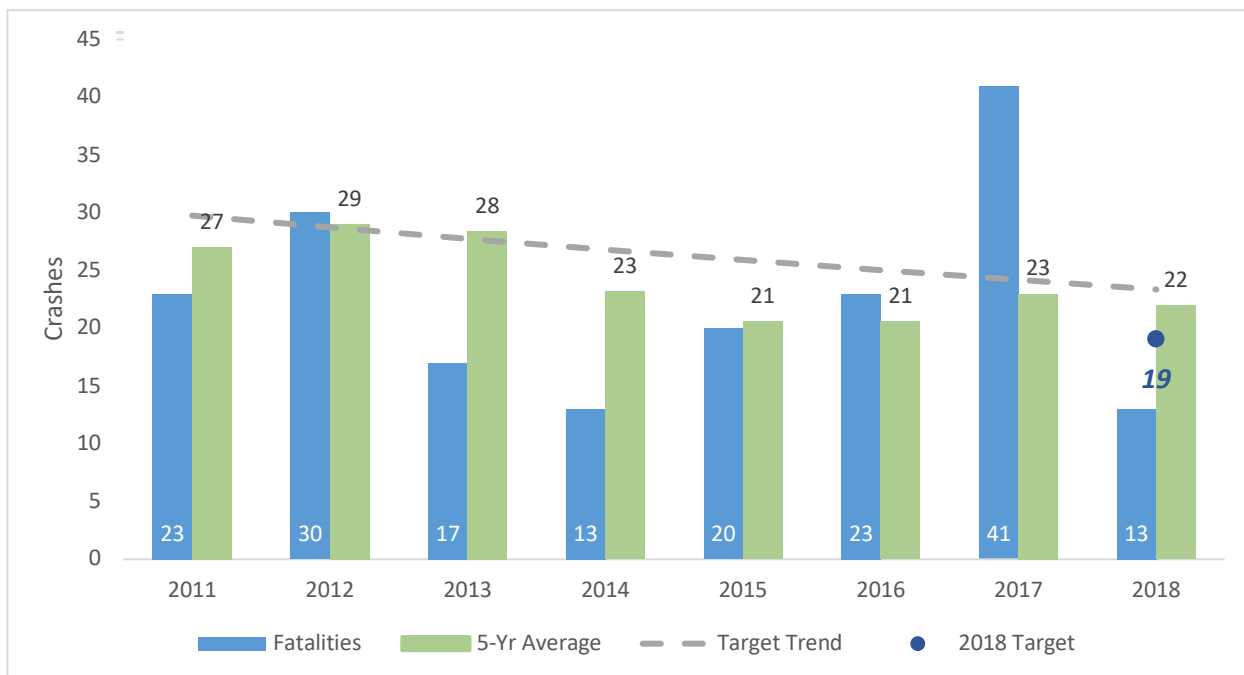
Figure 2.5 Unrestrained Motor Vehicle Occupant Fatalities (2011 Baseline to 2018)



Source: RIDOT/OHS, 2018 and FARS, 2018.

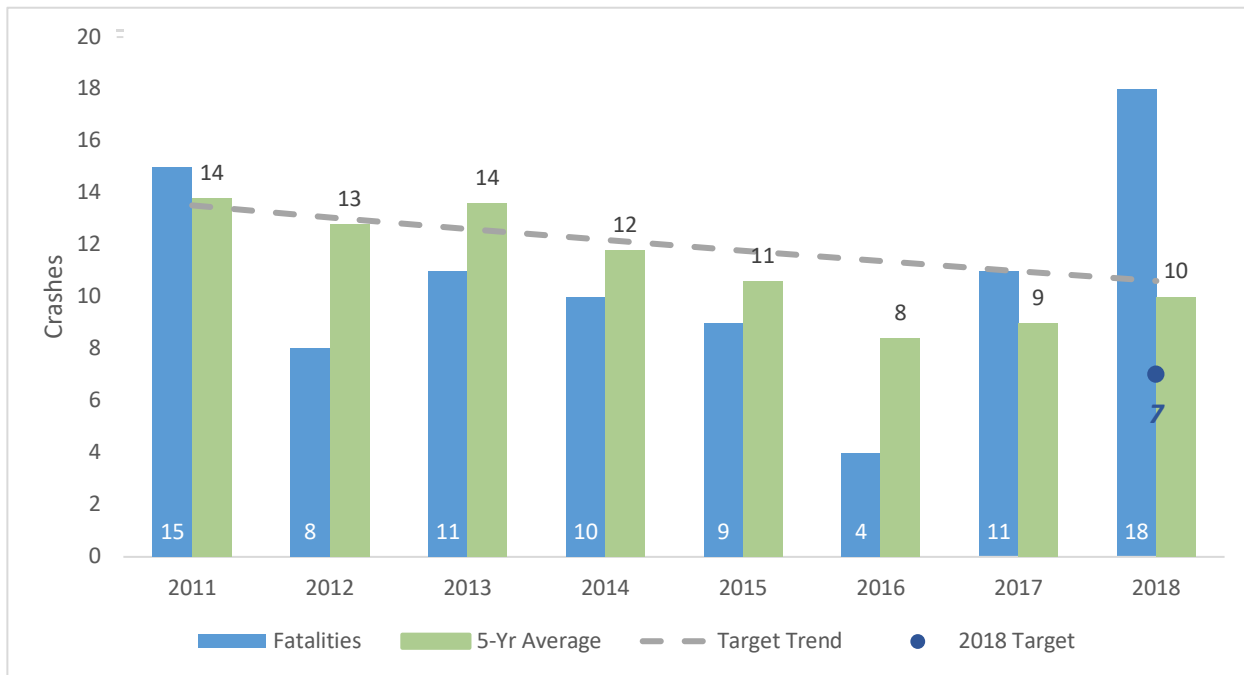
Note: Restraint usage restated to reflect all motor vehicle occupants except buses.

Figure 2.6 Speed-Related Fatalities (2011 Baseline to 2018)



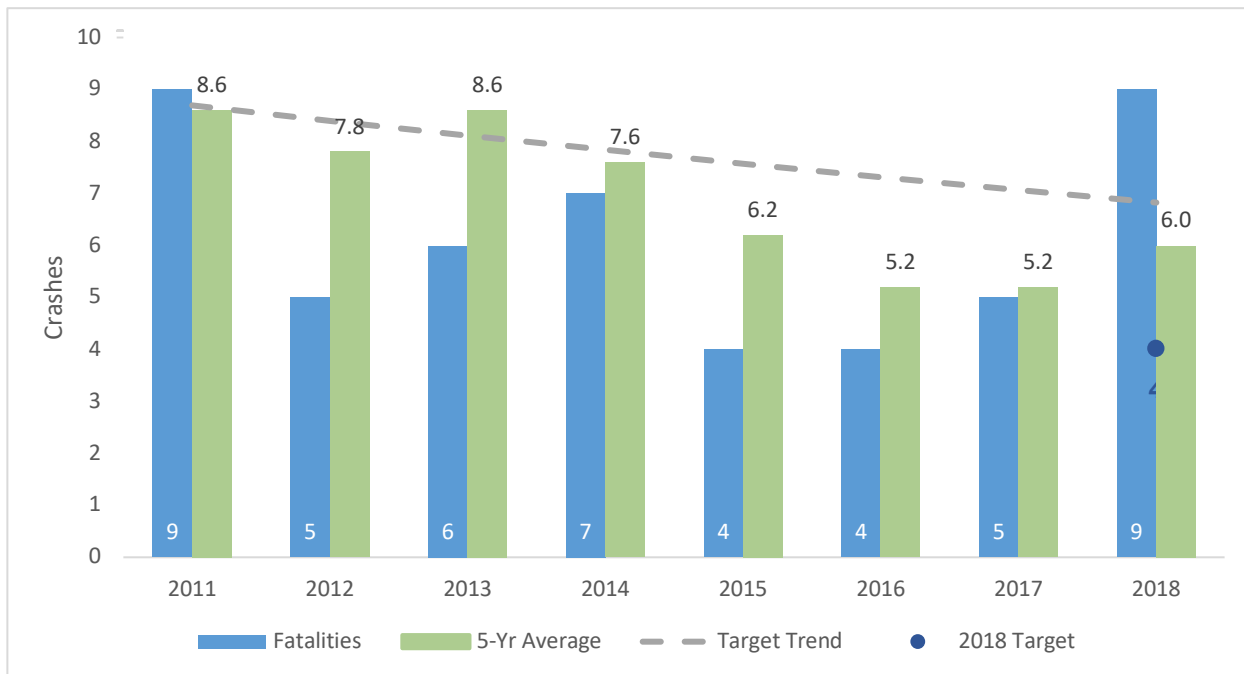
Source: RIDOT/OHS, 2018 and FARS, 2018.

Figure 2.7 Number of Motorcyclist Fatalities (2011 Baseline to 2018)



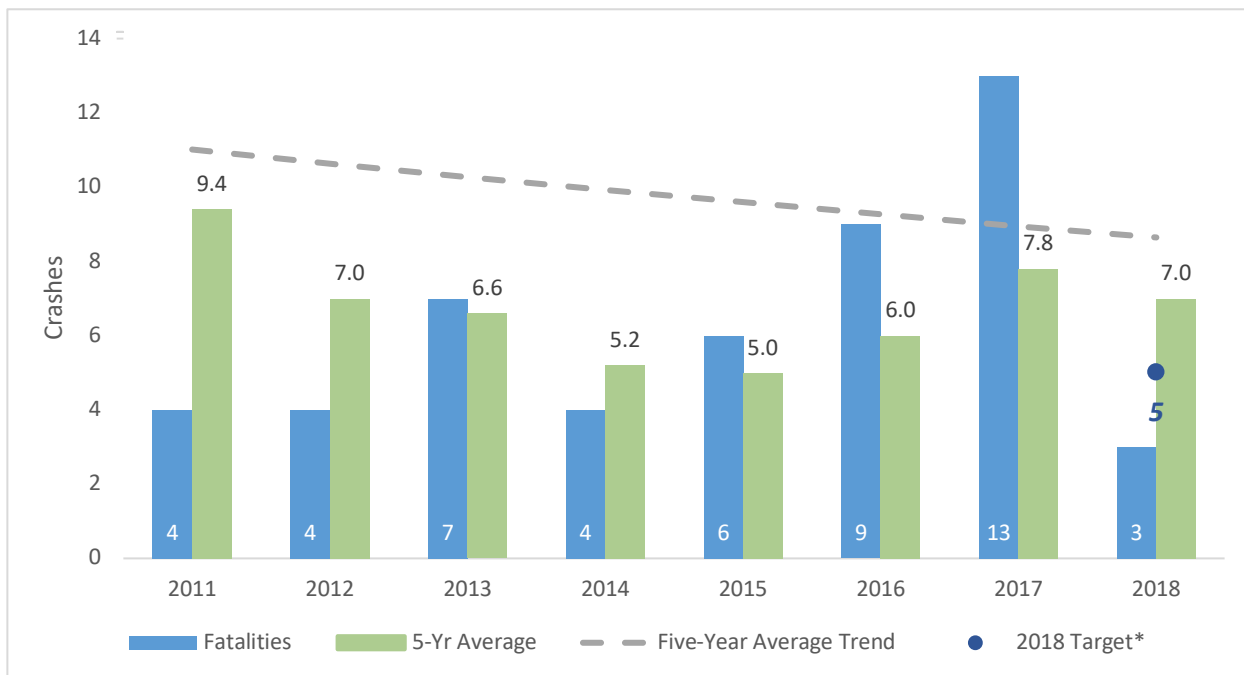
Source: RIDOT/OHS, 2018 and FARS, 2018.

Figure 2.8 Unhelmeted Motorcycle Fatalities (2011 Baseline to 2018)



Source: RIDOT/OHS, 2018 and FARS, 2018.

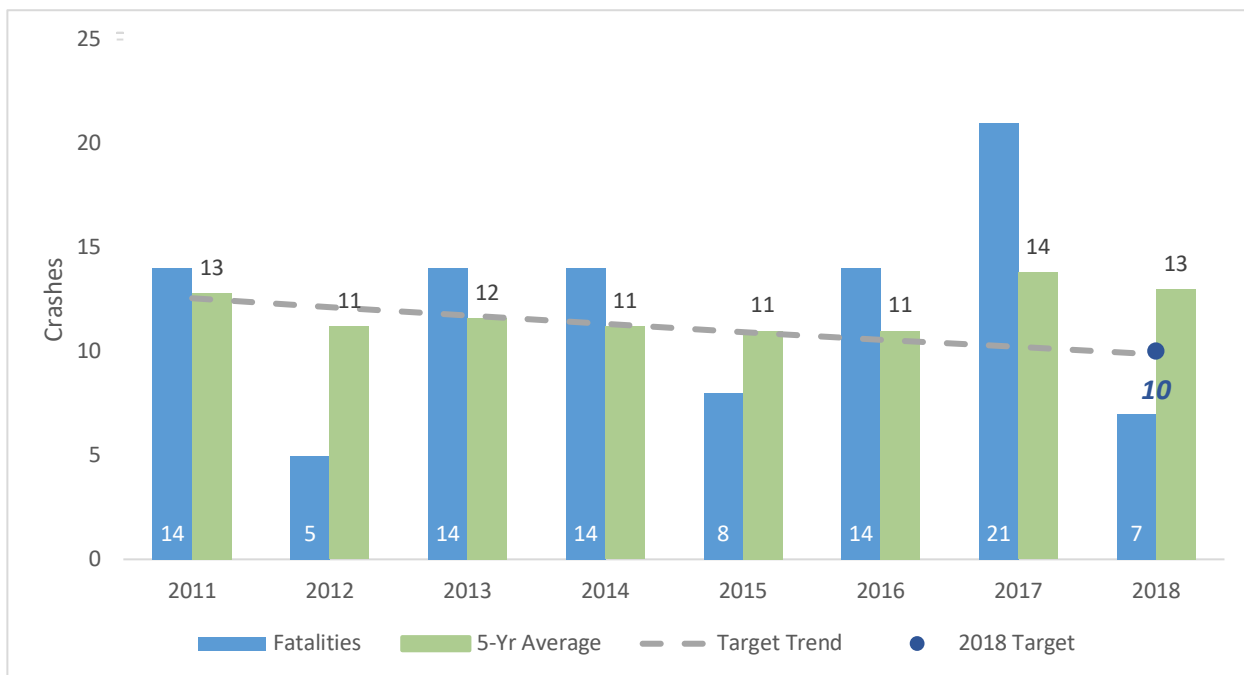
Figure 2.9 Drivers Age 20 or Younger Involved in Fatal Crashes (2011 Baseline to 2018)



Source: RIDOT/OHS, 2018 and FARS, 2018.

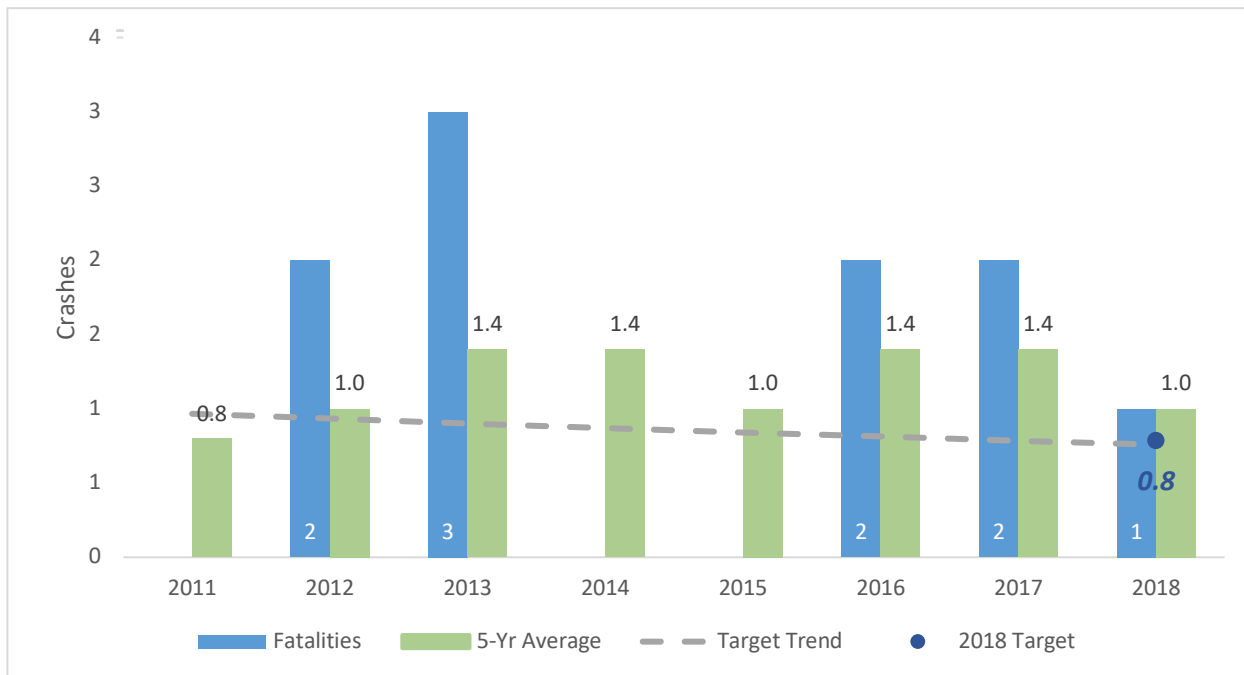
* Note: The target for this specific goal is an annual target for the year 2018, not a five-year average target.

Figure 2.10 Pedestrian Fatalities (2011 Baseline to 2018)



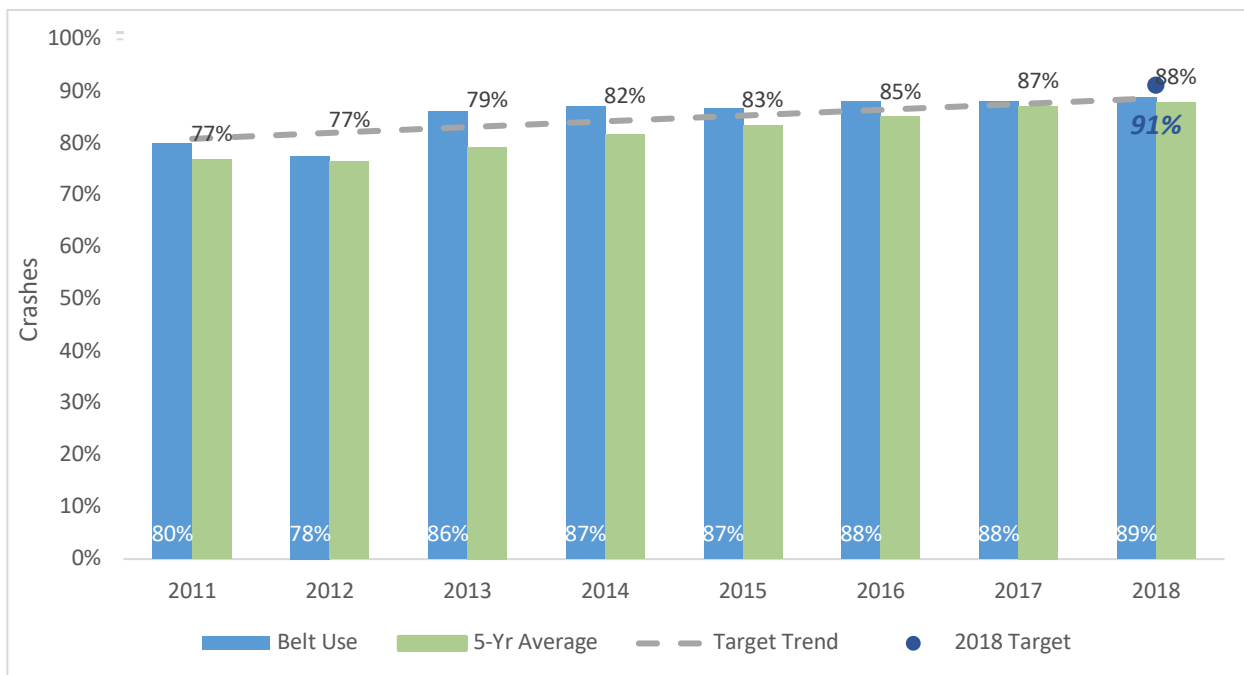
Source: RIDOT/OHS, 2018 and FARS, 2018.

Figure 2.11 Bicyclist Fatalities (2011 Baseline to 2018)



Source: RIDOT/OHS, 2018 and FARS, 2018.
 Missing bars indicate that no crashes occurred.

Figure 2.12 Percent Observed Belt Use for Passenger Vehicles (Front Seat Outboard Occupants (2011-2018))



Source: RIDOT/OHS, 2018 and FARS, 2018.

3

Program Areas

The program performance targets and measures, and projects identified for the ten program areas addressed in the FFY 2018 HSP are described in this section.

3.1 Distracted Driving/Cell Phone Use

Problem Statement

Distracted driving crashes are often difficult to identify, as the officers arrive on scene after the fact and are dependent upon the drivers' accounts and recollection of the facts. Self-reported information is statistically unreliable, and it is estimated that cell phone-related crashes are severely underreported. Rhode Island has been collecting cell phone-related crash information since 2011. The performance metric that is used to measure distracted driving performance is a behavioral survey through the DMV. In 2018, 45 percent of respondents indicated they never talk on a cell phone while driving. This is an increase from 33 percent from the 2017 survey but still short of the 75 percent target. With the new hands free law, and continued awareness campaign efforts, this will help to promote a cultural shift toward minimizing or eliminating the use of cell phones while driving and push performance toward the target of upwards of 75 percent.

Performance Measures and Targets

Table 3.1 summarizes the distracted driving performance measures and targets identified in the 2018 HSP.

Table 3.1 Distracted Driving Performance Measures

Performance Targets	Performance Measures
Increase the number of DMV survey respondents who never talk on a handheld cellular phone while driving from 33 percent to at least 75 percent.	Percentage of survey respondents who never talk on a hand-held cellular phone. Results of the 2018 survey showed 45 percent.

Projects and Funding

The 2018 HSP included three distracted driving projects to address the above performance measure and make progress towards the targets. **Table 3.2** describes the relationship between individual projects and the impaired driving performance

measures, and provides a list of the three projects, the relevant performance measures, the funds obligated to each project, and the project status.

Performance Results

Distracted driving continues to be an issue in Rhode Island yet data limitations present challenges to mitigating the issue. In FFY 2018 OHS completed one distracted driving project and conducted two ongoing projects to help meet the performance targets.

Table 3.2 FFY2018 Distracted Driving

Project ID	Project Title	Related Performance Measure(s)	Funding Source	Funds Obligated (FFY 2018)	Project Status
SAFESDDLE 18 03	Municipal Enforcement Distracted Driving Campaigns	Percentage of survey respondents who never talk on a hand-held cellular phone.	Section 405E	86,300.00	Ongoing
FESDDLE 18 02	State Agencies (RISP) Distracted Driving		Section 405E	36,850.00	Ongoing
402 SA 18 04	ThinkFast Interactive High School Education Program		Section 402SA	70,000.00	Completed and re-contracted for next 3 years

Project Descriptions

The following are descriptions of the distracted driving projects, including the project title and outcome of the project over the 2018 fiscal year.

Project Number/Title	Project Description
Project Number: SAFESDDLE 18 03 Project Title: Municipal Enforcement Distracted Driving Campaigns	<p>OHS funded the implementation of a Distracted Driving enforcement effort by local city/town police departments. OHS expected participation from 22 communities. Patrols were conducted 24 hours and there was a mandatory participation in one annual enforcement period during April 2018. The amounts allocated to each municipality were determined based on the problem need, historical liquidation rates, and amount requested by the enforcement agency.</p> <p>Performance: 898 citations were issued during 1,315 hours of patrol, for violations of RI's Texting While Driving" and "Hands-Free Cell Phone" laws.</p>
Project Number: M8 DDLE 18-02 Project Title: RISP Enforcement Distracted Driving Campaigns	<p>OHS funded the implementation of specific Distracted Driving enforcement patrols by the Rhode Island State Police. Patrols were conducted 24 hours and there was mandatory participation in one annual enforcement period during the month of April 2018.</p> <p>Performance: 57 violations, during 468 hours of patrol, of RI's Texting While Driving" and "Hands-Free Cell Phone" laws.</p>
Project Number: 402 SA 18 04 Project Title: ThinkFast Interactive High School Education Program	<p>Up to 50 high schools were offered the opportunity to experience the ThinkFast Interactive program. This game show style program blends critical highway safety messaging with engaging pop culture references in a school assembly environment. Programming was strategically coordinated to precede high-risk weekends (Halloween, homecoming, prom season, etc.). This project used a Pre- and Post- electronic survey evaluation format developed with the assistance of the OHS staff.</p> <p>Performance: Think Fast Interactive is an awareness game show owned and operated by TJohn E that appeals to all ages with a high-tech production set, mainstream music, entertaining host, and informative yet engaging highway safety related trivia. The content of the trivia promoted RIDOT safety messaging including Distracted Driving, GDL policies, Teen Crash Data, and Impaired Driving. During this fiscal year, Think Fast Interactive presented at 20 locations reaching 6,800 students. Eighteen of these schools also provided pre and post evaluation data of 4,837 students to represent the effectiveness of the Think Fast program. Findings from this evaluation data do allow program planners to be confident in knowing ThinkFast Interactive is effective in improving social norms about highway safety, student's perceptions of how engaging in risky behaviors reduces their ability to control their own driving behavior, student's actual behavior intentions as a driver and a passenger, and their highway</p>

Project Number/Title	Project Description
	<p>safety knowledge among teens in RI. Overall, results from the statewide study sample indicate that students who participated in ThinkFast Interactive demonstrated on average the greatest gains in regard to improvements in their perceptions of behavior control, improved knowledge, improved behavior intentions, and finally increased agreement with pro-safety social norms. Students appear to have learned the most about the importance of GDL, the risks of cell and text distractions, and the time restrictions placed on young drivers by GDL laws. Various groups appear to have experienced ThinkFast Interactive similarly and the data demonstrates that the program adjusts for different types of participants to ensure everyone walks away with improved highway safety information to guide their decision making processes on the roadways.</p>

3.2 Impaired Driving

Problem Statement

The 2018 HSP stated that alcohol impaired driving comprised a large share of the State's crash fatalities in recent years. Based on NHTSA imputed numbers in the past few years, 40 percent of Rhode Island's fatalities involved a driver or motorcycle rider with blood alcohol concentration (BAC) of 0.08 or above. The 34 impaired driving fatalities in 2017, while significantly higher than the five-year average impaired driving target of 22, are proportional to the increase in overall fatalities for that year. The spike in 2017 also makes achievement of the 2018 five-year average target of 21 fatalities difficult. There will be a need for sustained performance of lower impaired driving fatalities in the next few years to offset the spike in 2017. Rhode Island plans to conduct continued targeted enforcement as well as targeted outreach campaigns to reinforce responsible driving behavior.

Performance Measures and Targets

Table 3.3 summarizes the impaired driving performance measures and targets identified in the 2018 HSP.

Table 3.3 Impaired Driving Performance Measures

Performance Targets	Performance Measures
Reduce the five-year average impaired driving fatalities by 9 percent from 23 (2011 to 2015 average) to 21 (2014 to 2018 average) by 2018.	Number of fatalities involving a driver or motorcycle operator with a BAC of 0.08 or greater. 2018 numbers are not available at time of publication, however, the spike in 2017 fatalities will make achievement of this target difficult.
Increase the percentage of survey participants responding "Always" or "Nearly Always" to the chances of getting arrested by law enforcement after drinking and driving from 47.4 percent in 2015 to 60 percent in 2018.	Percent of survey participants responding "Always" or "Nearly Always" to the likelihood of getting arrested after drinking and driving. We do not have this information available at this time for 2018.
Increase percent of survey respondents that recognize the DSoGPO impaired driving enforcement slogan from 55.8 percent recognition in 2016 to 65 percent in 2018.	Percent of survey respondents that recognize the impaired driving enforcement slogan. Recognition of this slogan in 2018 was at 54 percent.

Projects and Funding

The 2018 HSP included 19 impaired driving projects to address the above performance measures and make progress towards the targets. **Table 3.4** describes the relationship between individual projects and the impaired driving performance measures. **Table 3.4** contains a list of the 19 projects, the relevant performance measures, the funds obligated to each project, and the project status.

Performance Results

Impaired driving continues to be an issue in Rhode Island and in FFY 2018 OHS identified the following impaired driving projects to help meet the performance targets.

Table 3.4 FFY2018 Impaired Driving

Project ID	Project Title	Related Performance Measure(s)	Funding Source	Funds Obligated (FFY 2018)	Project Status
164AL 18 06	Alcohol Program Resources	Percent of survey participants responding "Always" or "Nearly Always" to the likelihood of getting arrested after drinking and driving. Percent of survey respondents that recognize the impaired driving enforcement slogan.	Section 164	50,000.00	Ongoing
164AL 18 05	Alcohol Survey	Percent of survey participants responding "Always" or "Nearly Always" to the likelihood of getting arrested after drinking and driving. Percent of survey respondents that recognize the impaired driving enforcement slogan.	Section 164	11,550.00	Completed
164PM 18 02 164PM 18 03 164PM 18 05	Creative Media (AL)	Percent of survey participants responding "Always" or "Nearly Always" to the likelihood of getting arrested after drinking and driving. Percent of survey respondents that recognize the impaired driving enforcement slogan.	Section 164	250,000.00 120,000.00 500,000.00	Ripple Effect completed
164AL 18 08	Nobidade TV Alcohol Education	Number of fatalities involving a driver or motorcycle operator with a BAC of 0.08 or greater.	Section 164	25,300.00	Completed

Project ID	Project Title	Related Performance Measure(s)	Funding Source	Funds Obligated (FFY 2018)	Project Status
164AL 18 02	State Agencies (RISP) RI Impaired Driving Task Force	Number of fatalities involving a driver or motorcycle operator with a BAC of 0.08 or greater.	Section 164	122,890.00	Completed
164PM 18 01 164PM 18 04	Paid Media (AL)	Percent of survey participants responding "Always" or "Nearly Always" to the likelihood of getting arrested after drinking and driving. Percent of survey respondents that recognize the impaired driving enforcement slogan.	Section 164	300,000.00 1,000,000.00	Ripple Effect completed
M5BAC 18 01	Municipalities Impaired Driving BAT (Breath Alcohol Testing) Mobile	Number of impaired driving arrests made during grant-funded enforcement activities.	Section 405D	61,325.00	Completed
M5CS 18 02 164AL 18 11	State Agencies (HEALTH) Forensic Toxicologist (TSRFT) and Preliminary Breath Testing and Intoxilyzer 9000s Implementation Program	Number of fatalities involving a driver or motorcycle operator with a BAC of 0.08 or greater.	Section 405D Section 164	70,000.00 201,794.00	Completed
M5CS 18 01	State Agencies (AG) Traffic Safety Resource Prosecutor (TSRP)	Number of fatalities involving a driver or motorcycle operator with a BAC of 0.08 or greater.	Section 405D	134,346.44	Asked to put position on hold until FFY 2019 by RIAG
M5HVE 18 04 164 AL 18 10	Municipalities Impaired Driving Law Enforcement Patrols (Including DRE)	Number of impaired driving arrests made during grant-funded enforcement activities.	Section 405D Section 164AL	258,500.00 90,000.00	Completed
M5HVE 18 01 402 PT 18 03 M2HVE 18 02	Law Enforcement Highway Safety Training Coordinator (LEHSTC) including DRE Training and Statewide Program	Number of fatalities involving a driver or motorcycle operator with a BAC of 0.08 or greater.	Section 405B Section 405D Section 402PT	93,564.00 93,565.00 93,565.00	Completed
M5HVE 18 03	State Agencies (URI) Impaired Driving Law Enforcement Patrols	Number of fatalities involving a driver or motorcycle operator with a BAC of 0.08 or greater. Number of impaired driving arrests made during grant-funded enforcement activities.	Section 405D	500.00	Completed

Project ID	Project Title	Related Performance Measure(s)	Funding Source	Funds Obligated (FFY 2018)	Project Status
M5HVE 18 02	State Agencies (RISP) Impaired Driving Law Enforcement Patrols (including DRE)	Number of fatalities involving a driver or motorcycle operator with a BAC of 0.08 or greater. Number of impaired driving arrests made during grant-funded enforcement activities.	Section 405D	171,520.00	Completed
402TR 18 02 164AL 18 04 402PS 18 04	RIPCA Safety Partnership Program	Number of fatalities involving a driver or motorcycle operator with a BAC of 0.08 or greater.	Section 402 Section 164	55,761.07 55,761.06 55,761.07	Completed
M5OT 18 01	SFST Training Assessment	Number of fatalities involving a driver or motorcycle operator with a BAC of 0.08 or greater. Number of impaired driving arrests made during grant-funded enforcement activities.	Section 405D	40,000.00	Did not complete
164AL 18 12	Leadership Committee Statute/Outreach	Number of fatalities involving a driver or motorcycle operator with a BAC of 0.08 or greater.	Section 164AL	20,000.00	Ongoing
164AL 18 13	Municipalities Survey	Percent of survey participants responding "Always" or "Nearly Always" to the likelihood of getting arrested after drinking and driving.	Section 164AL	10,000.00	Did not complete
164AL 18 14	Training/Outreach/Wet Labs	Number of impaired driving arrests made during grant-funded enforcement activities.	Section 164AL	100,000.00	Will be completed in FFY 2019
164AL 18 15 M5TR 18 02	Criminal Justice Training	Number of fatalities involving a driver or motorcycle operator with a BAC of 0.08 or greater. Number of impaired driving arrests made during grant-funded enforcement activities.	Section 164AL Section 405D	100,000.00 none	Extended into FFY 2019

Project Descriptions

The following are descriptions of the impaired driving projects, including the project title and outcomes of the projects over the 2018 fiscal year.

Project Number/Title	Project Description
<p>Project Number: M5HVE 18 04/164AL 18 10</p> <p>Project Title: Municipalities Impaired Driving Law Enforcement Patrols (Including DRE)</p>	<p>Implementation of Drive Sober or Get Pulled Over (DSoGPO) overtime enforcement patrols by various municipalities. Each law enforcement agency is funded to participate in the two DSoGPO annual mobilizations scheduled for December 17, 2017 to January 2, 2018 and August 18 to September 4, 2018 as well as monthly sustained enforcement. Patrols are conducted on Thursday, Friday, and Saturday evenings. Participating officers must be fully trained in the use of SFST or DRE detection techniques. Includes funding for overtime for Drug Recognition Experts to perform evaluations of drivers suspected to be under the influence of drugs other than alcohol on an as-needed basis by various local police departments. The amounts allocated to each municipality were determined based on the problem need, historical liquidation rates, and amount requested by the enforcement agency.</p> <p>Performance: Municipal police departments made 179 DUI arrests over 3742 hours on OHS grant-funded details during FFY 2018. In addition to participating in the two National Impaired Driving Crackdowns, these police departments also conducted monthly sustained year-round enforcement of impaired driving laws.</p>
<p>Project Number: M5HVE 18 02</p> <p>Project Title: State Agencies (RISP) Impaired Driving Law Enforcement Patrols (Including DRE)</p>	<p>Implementation of Drive Sober or Get Pulled Over (DSoGPO) overtime enforcement patrols by the Rhode Island State Police (RISP). RISP is funded to participate in the two DSoGPO annual mobilizations scheduled for December 17, 2017 to January 2, 2018 and August 18 to September 4, 2018, as well as monthly sustained enforcement. Patrols are conducted on Thursday, Friday, and Saturday evenings. Participating officers must be fully trained in the use of SFST or DRE detection techniques. Includes Operation C.A.R.E. enforcement periods. Includes funding for overtime for Drug Recognition Experts to perform evaluations of drivers suspected to be under the influence of drugs other than alcohol on an as needed basis.</p> <p>Performance: The RISP made 65 DUI Arrests over 2698 hours using OHS grant-funded patrols during FFY 2018. The RISP conducted monthly sustained year-round enforcement of impaired driving laws.</p>
<p>Project Number: M5BAC 18 01</p> <p>Project Title: Municipalities Impaired Driving – BAT (Breath Alcohol Testing) Mobile</p>	<p>OHS reimbursed the Providence Police Department (PPD) for all necessary B.A.T. equipment, and overtime for the PPD at two officers per day for three days per week for at least 18 weeks of the FFY, gas, maintenance, specialized “Impaired Driving Task Force” safety vests, and two Guth Simulators to calibrate the Intoxilyzer 9000s.</p> <p>Performance: The B.A.T. Mobile was deployed 28 times during FFY 2018 – 17 times for impaired driving enforcement, 10 times for educational events, and once for a press conference.</p>

Project Number/Title	Project Description
Project Number: 164PM 18 01/164PM 18 04 Project Title: Paid Media (AL)	<p>OHS developed and implemented a statewide paid media campaign for the DSoGPO campaigns to coincide with enforcement mobilizations scheduled for December 2017 and August/September 2018 in addition to supporting monthly sustained enforcement. The target audience is 30- to 50-year-old males. The media buys are expected to cover print, on-line/web/ Internet and “out of home” (billboard/bus/movie theater). Media materials are produced in both English and Spanish and the venues are chosen based on market data for each audience. This task will meet the requirements within the Grant Funding Policy Part II E by ensuring that all television advertisements include closed captioning. In addition, this project will be evaluated based on the criteria set out in the Section 402 Advertising Space Guidance.</p> <p>Performance: The RDW Group submitted the “Paid Media Report” evaluation for inclusion in the FFY 2018 Annual Report.</p>
Project Number: 164PM 18 02/164PM 18 03/164PM 18 05 Project Title: Creative Media (AL)	<p>OHS entered into a contract with a public relations firm for creative media to create and produce the ads for each of the major campaigns.</p> <p>Performance: The RDW Group submitted the “Paid Media Report” evaluation for inclusion in the FFY 2018 Annual Report.</p>
Project Number: 164AL 18 05 Project Title: Alcohol Survey	<p>The Department of Motor Vehicles Intercept survey was conducted following the August/September national impaired driving campaign to determine the behavioral and social impact of the earned and paid media efforts, which were conducted prior to and during the mobilization period. We surveyed about 500 persons pre and 500 persons post. DMV intercept surveys at all the DMV facilities across the State. No oversampling for any demo as oversampling would increase the cost of the contract, the prices of which are considered “fixed and firm.”</p> <p>Performance: A snapshot of the survey results includes: Most respondents reported “never” driving after drinking (82.9 percent in Wave 1 and 85.6 percent in Wave 2). The percentage of respondents reporting having “read, seen, or heard anything about alcohol impaired driving” increased from 54.4 percent in Wave 1 to 57.0 percent in Wave 2. Recognition of the “Drive Sober or Get Pulled Over ”slogan increased from 50.7 percent in Wave 1 to 53.7 percent in Wave 2.</p> <p>Across the board, there were reductions (one significant) for questions addressing the perception of impaired driving enforcement severity from Wave 1 to Wave 2.</p>

Project Number/Title	Project Description
Project Number: M5CS 18 01 Project Title: State Agencies (AG)–Traffic Safety Resource Prosecutor (TSRP)	<p>OHS supported three-fourths an attorney from the Attorney General's staff, to serve as the Traffic Safety Resource Prosecutor. The TSRP:</p> <ul style="list-style-type: none"> › Created training programs for law enforcement agencies with specific emphasis on driving under the influence and vehicular homicide cases. › Provided training and legal updates for all state and local law enforcement agencies. › Provided training and legal updates for all state prosecutors and city and town solicitors. › Maintained relationships with solicitors' organization to assist in the effective and standard prosecution of driving under the influence cases. › Served as contact/liaison for all state and local law enforcement agencies for all driving under the influence and vehicular homicide cases. › Served as the liaison between RIDOT, state and Local Law Enforcement agencies, and the Rhode Island Attorney General's Office. › Oversaw the prosecution of all felony motor vehicle cases, maintain caseload of felony driving cases, and mentor junior prosecutors in handling "driving offenses." › Reviewed motor vehicle matters to determine whether charges should be brought. › Maintained statistics for driving under the influence and breathalyzer refusal cases. <p>Performance: Due to staff shortages the RI Attorney General's office opted not to continue the TSRP position for FFY 2018. They asked that we do not remove the position from our plan in case internal office dynamics and resources changed. Although the position ended, we continued to conduct prosecution training and tracking felonies.</p>
Project Number: 164AL 18 06 Project Title: Alcohol Program Resources	<p>OHS planned to develop, maintain, and disseminate appropriate resource and educational materials for use by local and state programs addressing "DSoGPO" and underage alcohol use with regards to dangerous driving behaviors.</p> <p>Performance: We did not complete this project but will continue it into FFY 2019. This will be a highlighted initiative with additional staff. Partners continue to ask for specific incentive items with messages. We have created pamphlets internally.</p>

Project Number/Title	Project Description
<p>Project Number: M2HVE 18 02/ 402 PT 18 03/ M5HVE 18 01</p> <p>Project Title: Law Enforcement Highway Safety Training Coordinator (LEHSTC) Including Drug Recognition Expert (DRE) Training and Statewide Program</p>	<p>OHS contracted with a qualified consultant to serve as the LEHSTC. The LEHSTC promoted law enforcement participation in Operation Blue RIPTIDE, conducted outreach to police chiefs, and provided traffic safety training. OHS conducted Standardized Field Sobriety Testing (SFST) Refresher Training courses through the LEHSTC. OHS continued to reinvigorate DRE training and program implementation through the Law Enforcement Highway Safety Training Coordinator.</p> <p>Performance: The LEHSTC conducted three Standardized Field Sobriety Testing (SFST) trainings with a total of 103 law enforcement officers trained; sponsored one Drug Recognition Expert training with a total of 12 officers trained; and conducted one SFST update with a total of 52 participating officers.</p>

Project Number/Title	Project Description
<p>Project Number: M5CS 18 02/ 164AL 18 11</p> <p>Project Title: State Agencies (HEALTH) – Traffic Safety Resource Forensic Toxicologist (TSRFT) and Preliminary Breath Testing and Intoxilyzer 9000s Implementation Program</p>	<p>OHS reimbursed 60 percent of the salary of a full-time equivalent (FTE), to serve as the Traffic Safety Resource Forensic Toxicologist at the Rhode Island Department of Health, Forensics Laboratory. Includes equipment with a per-unit cost of less than \$5,000 and travel/training. Includes an FTE as well as overtime in HEALTH’s Forensics Unit, Breath Analysis Section to calibrate Preliminary Breath Testers to expand use of these instruments and to calibrate and set up Intoxilyzer 9000s in the lab. Also, to download data from these instruments for reporting to OHS and conducted associated tasks that arise with the implementation of these instruments.</p> <p>Performance: As a result of reporting Intoxilyzer 9000 data, HEALTH has been able to identify very specific demographics of our target audience which actually differ from the national model. Most notable is that the average age of alcohol impaired drivers in RI is 37.2 with an average breath alcohol level of 0.173%. Based on breath alcohol data, 31.8% of all motor vehicle accidents involved alcohol. Of all law enforcement samples submitted to the Toxicology laboratory, 48.2% involved alcohol. The average blood alcohol level is 0.167%. This data is of tremendous assistance with impaired driving messaging through various media outlets, which enabled Highway Safety officials to focus on the older age range. For drugs, 74.39% of all law enforcement blood samples had confirmed positive drug toxicology, and 27.7% were confirmed positive for both drugs and alcohol. We are confident that our data from both the Breath Analysis Office and Forensic Toxicology will be of assistance in law enforcement efforts against impaired driving. Due to the support of the Senior Laboratory Technician, the Breath Analysis office have been very successful in countering court challenges to the reliability of the Intoxilyzer data, including instrument calibrations performed. The Toxicologist/Senior Forensic Scientist and Toxicologist/Forensic Scientist have been very busy validating the new Liquid Chromatograph/Mass Spectrometer instrument, detects 17 different compounds and once completed, HEALTH anticipates a faster turnaround time for law enforcement samples.</p>
<p>Project Number: M5HVE 18 03</p> <p>Project Title: State Agencies (URI) Impaired Driving Law Enforcement Patrols (including DRE)</p>	<p>OHS funded implementation of the “Drive Sober or Get Pulled Over” impaired driving enforcement patrols by the University of Rhode Island Police. Patrols were conducted for 24 hours and there was mandatory participation in one annual enforcement period, during the third week of August.</p> <p>Performance: The URI Police Department made one DUI arrests over 11 hours during FFY 2018.</p>

Project Number/Title	Project Description
Project Number: 164AL 18 02 Project Title: Rhode Island Impaired Driving Task Force	<p>OHS reimbursed the RISP for the expenses of hosting the Rhode Island Impaired Driving Task Force (IDTF). The RISP with the guidance of leaders and partners from Rhode Island's Traffic Safety Coalition and Rhode Island's IDTF, was responsible for organizing monthly meetings, trainings for committee members on various IDTF goals and initiatives, coordinating community outreach efforts, tracking supported policy changes, assisting each subcommittee created within the IDTF and their activities, increasing the capacity, outreach and identity of the IDTF, as well as other responsibilities outlined in a scope of work to be developed and approved by the OHS, the Tri-Chairs of the IDTF, and RIDOT.</p> <p>Performance: The RISP made 65 DUI Arrests over 2,698 enforcement hours using OHS grant-funded patrols during FFY 2018. They also made several safety presentations highlighting the dangers of impaired driving.</p>
Project Number: 164AL 18 08 Project Title: Nobidade TV Alcohol Education	<p>From October 2017 to September 2018, Nobidade TV with input from impaired driving target populations, and tools provided and approved by Rhode Island OHS, will launch, implement, and evaluate a multimedia public education and behavior change campaign called 5 Cities, 4 Languages, 3 Issues, 2 Partners, 1 Application targeting the risks of drinking and driving. Project inputs and outputs will be created and presented in Cape Verdean Creole, Spanish, Khmer, and Lao with English translation mixed in as needed. On-line and video surveys will enable tracking of changes in knowledge, behavior, and attitude. We will solicit this information at community events and venues at the heart of Cape Verdean, Latino, Southeast Asian, and Low-income communities.</p> <p>Performance: For FFY18 Nobidade performed several outreach events highlighting the dangers of drinking and driving to its audience. Nobidade also produced four (4) video vignettes showing in-depth individual story telling. Nobidade also created postcards and strategy cards.</p>

Project Number/Title	Project Description
Project Number: 402TR 18 02/ 164AL 18 04/ 402 PS 18 04 Project Title: RIPCA Safety Partnership Program	<p>RIDOT/OHS will partner with RIPCA on other traffic safety initiatives if increased NHTSA becomes available. (e.g., distracted driving, pedestrian safety). Funding would allow the RIPCA to disseminate information from RIDOT to all active law enforcement leadership entities and other state agencies (i.e.; DEM). This project would cover all highway safety initiatives being conducted by municipal police departments. Having one person at an executive level within RIPCA will allow for easier coordination and identifies a person responsible to keep Rhode Island Law Enforcement Chiefs informed and on track with their initiatives funded by the OHS.</p> <p>Performance: The use of the grant funds for the partial payment of the Executive Directors position within the Rhode Island Police Chiefs' Association allowed for this individual to be a central repository for statewide initiatives and meetings and made them responsible to attend or coordinate other individuals/Chiefs to attend. The Executive Director was then responsible to follow-up with other stakeholders to address needs identified in those various meetings.</p> <p>The Executive Director also assisted individual departments identify and address issues of mutual concern with RIDOT/OHS. Individual departments utilized the Executive Director as a resource and conduit of information on a daily basis, which reduced the time needed by them to address issues. The ED also directed efforts to educate law enforcement and their partners on the new hands free law and how that law is applied. The ED also directed efforts on speeding enforcement and our new training for pedestrian safety law enforcement trainings. This position continues to elevate our efforts to create media events that highlight NHTSA campaigns across the state. The RIPCA ED is keeping law enforcement leadership apprised of our policy, media, and educational efforts in all communities.</p>
Project Number: M5OT 18 01 Project Title: SFST Training Assessment	<p>OHS requested NHTSA to initiate a comprehensive assessment of all aspects of the State's SFST program, including initial recruit training at Rhode Island's three police academies as well as refresher training.</p> <p>Performance: RI did not facilitate this assessment but is creating a speed management course for law enforcement during FFY 2019. We look to facilitate the assessment in the future.</p>

Project Number/Title	Project Description
Project Number: 164AL 18 12 Project Title: Leadership Committee Statute/Outreach	<p>The Office on Highway Safety will conduct outreach activities for local government leaders with relevant highway safety information.</p> <p>A multimedia informational package will be created which will address highway safety issues in Rhode Island and highlight countermeasures that work in an attempt to create a holistic approach to combating serious injuries and deaths on our roadways and allow the state's policy makers to have relevant information at their disposal.</p> <p>Performance: We began this project in coordination with our Policy office. That office has created a legislative newsletter on the OHS website in which we highlight our work as well as our goals and the data we use to track our trends. It is at no cost to the OHS. OHS develops two safety pages every quarter and it goes directly to state house representatives and senators as well as the general public who access it on our website.</p>
Project Number: 164AL 18 13 Project Title: Municipalities Survey	<p>The Office on Highway Safety will facilitate a survey, targeting the general public, which will effectively gauge the level of risk which people perceive while using the roadways within the State.</p> <p>Performance: We were unable to implement this program due to staff changes and shortages from within our unit at DOT. We will continue to monitor the results from the State Attitudes Survey Report to gauge changes in behavior of the driving public.</p>
Project Number: 164AL 18 14 Project Title: Training/Education/Wet Labs	<p>The Office on Highway Safety will fund a "Wet Lab" demonstration project. This is also referred to as a "Live Alcohol Workshop" or a "Controlled Drinking Practice Session" and will be geared towards educating the public and local businesses about alcohol impairment.</p> <p>Performance: We did not implement this program during FFY 2018. With several New England states passing new marijuana laws we need time to consider how we measure impairment and how we create training material that addresses impairment. We hope to do that in FFY 2019.</p>
Project Number: 164AL 18 15/ M5TR 18 02 Project Title: Criminal Justice Training	<p>Members of the Judiciary will be educated on the effectiveness of Standardized Field Sobriety Testing and the Drug Recognition Expert Program.</p> <p>Performance: RI's Judiciary implemented this strategy without the cooperation of this office. At their annual training they brought in out of state experts to educate the audience on these topics. It is our plan to meet with the judiciary and new leadership in the attorney general's office in order to create something that is state developed and state relevant.</p>

3.3 Motorcycles

Problem Statement

From 2012 through 2018, unhelmeted motorcyclist fatalities in Rhode Island have fluctuated between a low of 4 in 2016 to a high of 9 in 2018. This high in 2018 raised the five-year average unhelmeted fatalities to 6, 50 percent greater than the desired target of 4. Overall there were 18 motorcyclist fatalities in 2018, a number that has not been reached in almost a decade. This raised the five-year average motorcyclist fatalities to 10, which places the States farther away from its target of 7. Rhode Island does not have a universal helmet law for all motorcyclists (Rhode Island's motorcycle helmet use law only covers all passengers (regardless of age) and all operators during the first year of licensure (regardless of age), which makes it challenging to lower unhelmeted motorcycle fatalities). Rhode Island will look to develop stronger awareness campaigns to promote motorcyclist safety and awareness of these users of transportation system by all users. The State will also continue to investigate opportunity to strengthen legislation pertaining to motorcycle safety.

Rhode Island has a motorcycle training program with three major goals:

1. Train police officers the safe, efficient and effective way to operator a police motorcycle.
2. Train police officers to situational awareness when operating police motorcycles during; enforcement campaigns, performing escorts, crash investigations and maneuvering highways and by-ways.
3. Each officer attending the training will be introduced to the concept of being an ambassador for community relations and working toward a motorcycle coalition to share safe operating practices with the civilian motoring public.

This course from its initial design was established to teach prospective police motorcycle officers the skills required to enhance their overall safety on the road. Students spend most of their time riding the motorcycle with practical, real world scenarios and exercises and riding instruction, supplemented with classroom instruction and demonstrations of tactical techniques. The added classroom sequence drives home the importance of the community approach to assisting civilians with safe operating practices.

The main objective of this program is to train prospective officers the skills necessary to safely and effectively operate a police motorcycle while conducting daily police business in their community.

Objectives covered during the two week training include, but not limited to the following:

- Maintenance/Nomenclature
- Mounting/Dismounting, parking, picking up a fallen motorcycle, pushing the motorcycle
- Slow speed maneuvers

- High speed/Emergency braking
- Curb and obstacle negotiation
- Curve negotiation
- Vehicle Stops/Escort Procedures
- Night riding/Off-road riding
- Traffic Stops/Officer Safety
- Effective Enforcement

Performance Measures and Targets

Table 3.5 summarizes the motorcycle performance measures and targets identified in the 2018 HSP. The relationship between the individual projects and the motorcycle performance measures is described in **Table 3.6**.

Table 3.5 Motorcycle-related Performance Measures

Performance Targets	Performance Measures
Reduce the five-year average motorcyclist fatalities from 11 (2011 to 2015 average) to 7 (2014 to 2018 average) by 2018.	Number of motorcycle fatalities. The actual number in 2018 was 18, seven more than in 2017. This spike resulted in Rhode Island not being able to meet the five-year target.
Reduce the five-year average unhelmeted motorcyclist fatalities from 6 (2011 to 2015 average) to 4 (2014 to 2018 average) by 2018.	Number of unhelmeted motorcycle fatalities. In conjunction with the spike in motorcycle fatalities, the number of unhelmeted fatalities also spiked, and therefore, the five-year target was also not met.

Projects and Funding

The 2018 HSP identified three motorcycle projects to address the above performance measures and make progress towards the targets. **Table 3.6** lists the three projects; the relevant performance measures; the funds obligated to each project; and the project status.

Performance Results

Motorcycle fatalities, particularly unhelmeted drivers, and serious injuries continue to be a concern. OHS completed its three media outreach projects.

Table 3.6 FFY2018 Motorcycle Projects

Project ID	Project Title	Related Performance Measure(s)	Funding Source	Funds Obligated (FFY 2018)	Project Status
402PM 18 06	Creative Media (MC) Awareness Personal	Number of motorcycle fatalities	Section 402	50,000.00	Completed
402 MC 18 02	Motorcycle Public Education Awareness and Outreach Campaign	Number of unhelmeted motorcycle fatalities	Section 402	30,000.00	Completed
402PM 18 05	Paid Media (MC) Awareness Campaign		Section 402	65,000.00	Completed
M9MA 18 02			Section 405F	29000.00	

Project Descriptions

The following are descriptions of the motorcycle projects, including the outcomes of the project over the 2018 fiscal year.

		Project Description
Project Number:	402PM 18 05/ M9MA 18 02	<p>OHS will utilize paid and earned media to address visibility issues, safety, and motorcycle awareness for all drivers, particularly during Motorcycle Awareness month. As supported by data, the target audience for motorcycle media is older than for most of other media programs and includes males 35 to 54 years of age. This task will meet the requirements within the Grand Funding Policy Part II E by ensuring that all television advertisements include closed captioning. In addition, this project will be evaluated based on the criteria set out in the section 402 Advertising Space Guidance.</p> <p>Performance: The RDW Group submitted the "Paid Media Report" evaluation to be included in the FFY 2018 Annual Report.</p>
Project Title:	Paid Media (MC) – Awareness Campaign	
Project Number:	402MC 18 02	<p>In Rhode Island, 47% of all motorcycle fatalities involve impaired riding. We will be using this information to develop these materials that will appeal to these demographics. OHS will develop motorcycle educational materials based on Rhode Island data on impaired riding, personal protective gear, and the importance of rider training. The development of these targeted materials and messages will enable us to engage this, often unreachable, population in a manner that is appealing to them.</p> <p>Performance: Began outreach program with a new media campaign. We maintain our presence in this area via our three law enforcement motorcycle training officers and the office of motorcycle safety at CCRI.</p>
Project Title:	Motorcycle Public Education, Awareness, and Outreach Campaign	
Project Number:	402PM 18 06	<p>OHS will develop creative media in the three major areas to address and appeal to motorcycle riders in specific age groups and demographics based on 2009 to 2014 data trends that we have found. As supported by data, the target audience for motorcycle media is older than for most of other media programs and includes males 35 to 54 years of age. This task will meet the requirements within the Grant Funding Policy Part II E by ensuring that all television advertisements developed under this plan include closed captioning. In addition, this project will be evaluated based on the criteria set out in the section 402 Advertising Space Guidance.</p> <p>Performance: RIDOT asked RI motorists to be aware of this vulnerable population on our roadways and produced a motorcycle safety video as part of <i>The Ripple Effect</i> Campaign (RippleEffectRI.com) that highlighted helmet use.</p>
Project Title:	Creative Media (MC) – Awareness, Personal Protective Gear, and Impaired Riding	

3.4 Occupant Protection

Problem Statement

When the 2018 HSP was developed, Rhode Island's observed safety belt use had reached a record 88 percent in 2016 – the highest level ever recorded in the State. Rhode Island has an observed safety belt use rate of 88.8 percent in 2018, which continues to bring the state closer to its goal of 91 percent. The number of unrestrained fatalities decreased in 2018 from 24 to 10. The number of unrestrained passenger vehicle occupant fatalities at 13 was the lowest since 2014 when there were 10 such fatalities. This success helped to negate the spike in 2017 of 24 unrestrained fatalities and helped the State meet the 2018 five-year average unrestrained fatality target of 16.

Performance Measures and Targets

Table 3.7 summarizes the occupant protection performance measures and targets identified in the 2018 HSP. The relationship between the individual projects and the program area performance measures is described in **Table 3.8**. The performance measures below show that despite a reduction in the number of unrestrained fatalities in 2018, there are still opportunities to increase awareness of restraint use and perceptions of being ticketed. Rhode Island will look to reinforce its awareness campaigns and enforcement efforts to help drive numbers toward improved performance.

Table 3.7 Occupant Protection Performance Measures

Performance Targets	Performance Measures
Reduce the five-year average unrestrained occupant fatalities by 11 percent from 18 (2011 to 2015 average) to 16 (2014 to 2018 average) by 2018.	Number of unrestrained passenger vehicle-occupant fatalities (all seat positions). This was the only required performance measure that was matched in 2018 with an average of 16
Increase observed seat belt use from 87.5 percent in 2015 to 91 percent by 2018.	Statewide-observed safety belt use rate for front seat occupants in passenger vehicles. Rhode Island continues to show upward movement toward the target, now at 88.8 percent.
Increase safety belt use among pickup truck drivers, as measured by observations, from 76.7 percent in 2016 to 80 percent in 2018.	Percent of pickup truck drivers observed using safety belts. In 2018, there was an 88.8% observance rate.
Increase awareness of the Click It or Ticket slogan, as measured by a DMV intercept survey, from 88.9 percent in 2016 to 92 percent in 2018.	Percent of DMV Intercept survey participants aware of the "Click it or Ticket" slogan. Recognition of the slogan was recorded at 89.7%.

Increase the perception people will be ticketed for failure to wear safety belts "always" or "nearly always," as measured by a DMV intercept survey, from 46.4 percent in 2016 to 47 percent in 2018.

Percent of DMV Intercept survey participants who believe a ticket is likely "Always" or "nearly Always" for failure to wear a safety belt. The 2018 survey showed a rate of 38.2%.

Projects and Funding

The 2018 HSP identified 16 occupant protection projects to address the above performance measures and make progress towards the targets. **Table 3.8** lists the 16 projects; the relevant performance measures; the funds obligated to each project; and the project status.

Performance Results

In 2018 unrestrained occupant crashes made up about 20 percent of all fatalities. **Table 3.8** summarizes the 16 occupant protection projects planned for 2018 and their status.

Table 3.8 FFY2018 Occupant Protection Projects

Project ID	Project Title	Related Performance Measure(s)	Funding Source	Funds Obligated (FFY 2018)	Project Status
402 OP 18 09	Connecting for Children and Families Primary seat belt education and public outreach	Number of unrestrained passenger vehicle-occupant fatalities (all seat positions).	Section 402	20,515.00	Did not complete
402 OP 18 04	Municipalities Seat Belt Law Enforcement Patrols	Statewide-observed safety belt use rate for front seat occupants in passenger vehicles.	Section 402	219,300.00	Completed
402 OP 18 05	Municipalities Child Passenger Safety (CPS)		Section 402	90,000.00	Completed
402 OP 18 06	Buckle Up Saves Lives	Percent of pickup truck drivers observed using safety belts.	Section 402	25,000.00	Did not complete
402 OP 18 07	State Agencies (RISP) Rollover Simulator Demonstrations	Percent of DMV Intercept survey participants aware of the "Click it or Ticket" slogan.	Section 402	15,000.00	Completed
402 OP 18 03	State Agencies (RISP) Child Passenger Safety (CPS)	Percent of DMV Intercept survey participants who believe a ticket is likely "Always" or "nearly Always" for failure to wear a safety belt.	Section 402	4000.00	Completed
402 OP 18 02	State Agencies (RISP) Seat Belt Law Enforcement Patrols		Section 402	10,720.00	Completed
402 PM 18 02	Creative Media (OP)		Section 402	100,000.00	Completed
402 PM 18 01	Paid Media (OP)		Section 402	200,000.00	Completed
402 OP 18 08	RI Hospital Child Passenger Safety		Section 402	64,914.00	Completed
M2HVE 18 01	State Agencies (URI) Seat Belt Law Enforcement		Section 405B	1000.00	Completed

Project ID	Project Title	Related Performance Measure(s)	Funding Source	Funds Obligated (FFY 2018)	Project Status
402 OP 18 10	CIOT DMV Intercept Survey		Section 402	11,550.00	Completed
402 OP 18 11	CIOT Observational Surveys		Section 402	69,500.00	Completed
402 SA 18 05	Oasis International Buckle Up Before You Start Up		Section 402	15,000.00	Completed
M2PE 18 03	Paid Media (CPS)		Section 405B	25,000.00	Completed
402 SA 18 07	Student Safety Education		Section 402	25,000.00	Did not complete

Project Descriptions

The following area descriptions of the occupant protection projects, including the project title and outcomes of the project over the 2018 fiscal year.

Project Number/Title	Project Description
<p>Project Number: 402OP 18 04</p> <p>Project Title: Municipalities Seat Belt Law Enforcement Patrols</p>	<p>OHS funded implementation of the CIOT overtime enforcement patrols by all Rhode Island municipal law enforcement agencies. Patrols were conducted during both daytime and nighttime hours, including mandatory participation for the national mobilization, May 22 to June 4, 2018 and three state mobilizations (Thanksgiving holiday travel, November 22 to 28, 2017; March 19 to 25, 2018; and September 16 to 25, 2018). The amounts allocated to each municipality were determined based on problem identification, citation and detail history, ability to deploy details, and overall community targeted safety needs.</p> <p>Performance: Municipal law enforcement agencies issued 3,838 citations over 2,786 enforcement hours, for violation of the seat belt law in FFY 2018 on OHS grant-funded details. Departments made strides to continue sustained year-round, high visibility enforcement efforts. These sustained patrols were a significant contribution to the increased compliance rate of 88.8% reported in FFY2018.</p>
<p>Project Number: 402OP 18 02</p> <p>Project Title: State Agencies (RISP) Seat Belt Law Enforcement Patrols</p>	<p>OHS funded implementation of the CIOT overtime enforcement patrols by the RISP. Patrols were conducted during both daytime and nighttime hours, including mandatory participation for the national mobilization, May 22 to June 4, 2018 and three state mobilizations (Thanksgiving holiday travel, November 22 to 28, 2017; March 19 to 25, 2018; and September 16 to 25, 2018).</p> <p>Performance: The Rhode Island State Police issued 189 seatbelt citations over 118 enforcement hours in Federal Fiscal Year 2018 on Office on Highway Safety grant-funded details. The result of these patrols resulted in an all-time high for seatbelt compliance of 88.8%, which is up from FFY17's 88.3%.</p>

Project Number/Title	Project Description
<p>Project Number: 402OP 18 05</p> <p>Project Title: Municipalities Child Passenger Safety (CPS)</p>	<p>This project provided funds for Rhode Island municipal police departments with qualified personnel (nationally certified Child Passenger Safety Technicians) to conduct CPS checks on an appointment basis. We expect that the car seat inspections will take place regularly throughout the Federal Fiscal Year timeline, except during the winter. We have 34 municipalities participating in this project. Funding is included to enable the agency to send at least one CPST to the Rhode Island Safe Kids one-day CPST Update.</p> <p>Performance: This project provided funds for municipal police departments with CPSTs to conduct CPS clinics. A total of 1,195 Child Passenger Safety Seats were either checked or installed by Rhode Island Municipalities in Federal Fiscal Year 2018 with just under a thousand hours (996.5) dedicated to this type of detail by law enforcement. A total of 57 CPS seats were distributed to families in need or to those who's seats had expired or were recalled. This number is up from the 40 seats that were distributed in 2017. Lastly, a total of 13 officers were trained or recertified in CPS.</p>
<p>Project Number: 402OP 18 03</p> <p>Project Title: State Agencies (RISP) Child Passenger Safety (CPS)</p>	<p>This project provided funds for RISP personnel to conduct CPS checks on an appointment basis at any of the five RISP barracks (Scituate, Lincoln Woods, Wickford, Hope Valley, and Portsmouth) by officers who are CPSTs. We expect that the car seat inspections will take place regularly through the Federal Fiscal Year, except during the winter.</p> <p>Performance: This project provided funds for personnel to conduct CPS clinics and other CPS needs. During Federal Fiscal Year 2018, The Rhode Island State police purchased 20 convertible car seats and gave out 5 by the end of 2018. The RISP assisted in two Child Passenger Safety Technician training courses and four car seat check events. Also, RISP checked or installed nine car seats during grant funded details over the course of 2018. Their efforts on behalf of Child Passenger Safety will continue to expand over the next fiscal year. The RISP is in the middle of important leadership changes. Our plan is to create a comprehensive NHTSA monitoring visit to review all their areas with the new people who will lead our emphasis areas. This will not happen until Spring 2019 since new leaders have not be assigned and the new Colonel has not begun to date.</p>

Project Number/Title	Project Description
<p>Project Number: 402OP 18 08</p> <p>Project Title: Rhode Island Hospital/Lifespan Car Seat Distribution/CPS Education for to Low-Income Families/Pediatric Practice CPST/CPST Update Continuing Education Event</p>	<p>OHS will reimburse Safe Kids Rhode Island for the expenses related to providing a full-time to assist families with car seat installation and use. The CPST also will answer caregivers' questions about child restraints and will provide families with educational materials. Safe Kids Rhode Island will evaluate the program by having parents fill out a knowledge survey at the initial interaction, and then reassess families approximately four months later with both a second survey to compare to the first and a second car seat check. Families that participate in the follow-up will be provided with a backless booster seat. This award will encompass 20 percent of the Director's salary and 100 percent of two part-time program coordinators from LifeSpan.</p> <p>Performance: A total of 27 car seat check events were held during fiscal year 2018 in locations throughout the state of Rhode Island. At these events the R.I. Hospital IPC were able to check a total of 349 car seat installations. They partnered with the following organizations for some of these seat check events: East Bay Community Action Program, United Way (211 van), Tiverton Police Department, AAA Northeast, Lifespan Community Health, Children's Friend, Narragansett Indian Health Center, Meeting Street, Learning Brook Early Education Center and the Jewish Community Center. A total of 250 car seat check appointments were seen at the fitting station at the Injury Prevention Center. At these appointments the IPC were able to check 320 car seat installations. They participated in a total of 90 community events where information about child passenger safety was distributed to Rhode Island families. In total they estimate they were able to reach approximately 3000 families during FFY2018. The IPC held three CPST certification courses during FFY 2018. A total of 31 technicians were certified in these courses. Two CPST certification renewal courses were held in FFY 2018. A total of 8 technicians were able to renew their certification. During FFY2018 the IPC car seat program merged with the 4-Safety community outreach program and became the Seats 4 Safety program. Child passenger safety information is now shared via the 4-Safety/Seats 4 Safety newsletter and social media channels. Their Facebook page has a total of 761 followers. The IPC posts on Facebook approximately 3 times per week and according to Facebook metrics their posts reached approximately 3,000 users. On Twitter they currently have 227 active followers and according to Twitter metrics their posts have led to almost 35,000 impressions. Additionally, the IPC manages an active Instagram account. This account currently has 238 followers and posts were viewed by more 1,000 users during FFY2018. Finally, this program also sent a 4-Safety e-newsletter twice per month.</p>

Project Number/Title	Project Description
Project Number: 402OP 18 11 Project Title: CIOT Observational Surveys	<p>OHS conducted the annual "Mini-Pre" paid and earned media and enforcement observational safety belt use survey in May and the full observational safety belt survey following the enforcement period in June, according to NHTSA regulations.</p> <p>Performance: The 2018 statewide seat belt use rate for Rhode Island is 88.8 percent for drivers and passengers combined. The Rhode Island statewide belt use rates have fluctuated over time yet have shown an overall upward trend in belt use from 76.2 percent in 2004 to an all-time high of 88.8 percent this year. The most recent belt use rate showed nearly a full percentage point increase from June 2016.</p>
Project Number: 402PM 18 01 Project Title: Paid Media (OP)	<p>OHS developed and implemented a statewide paid and earned media campaign for the CIOT campaigns scheduled for November 2017, March 2018, May 2018, and September 2018. The target audience will be 18- to 34-year old males. Media materials were produced in both English and Spanish with the venues chosen based on market data for each audience. This task met the requirements within the Grant Funding Policy Part II E by ensuring that all television advertisements include closed captioning. In addition, this project was evaluated based on the criteria set out in the Section 402 Advertising Space Guidance.</p> <p>Performance: The RDW Group submitted the "Paid Media Report" evaluation for inclusion in the FFY 2018 Annual Report.</p>
Project Number: 402OP 18 10 Project Title: CIOT DMV Intercept Survey	<p>"Pre" and "Post" DMV office intercept surveys were conducted to assess the public awareness and effectiveness of the CIOT media and enforcement campaigns conducted with the national mobilization of May 23, 2018 to June 5, 2018.</p> <p>Performance: Results indicate that self-reported belt use decreased slightly from Wave 1 to Wave 2. Eighty-five percent (85%) of respondents reported "Always" wearing their seatbelt in Wave 1 decreasing to 84.4 percent in Wave 2.</p> <p>The percentage of respondents indicating that the chance of getting a ticket was "Always" or "Nearly Always" increased in Wave 2 from Wave 1: 39.7% in Wave 1 and 38.2% in Wave 2.</p> <p>The percentage of respondents indicated State police enforced the seat belt law "Very Strictly" was similar for both Waves (30.7% in Wave 1 and 30.8% in Wave 2; whereas, Local police showed some incremental change from Wave 1 to Wave 2 (from 27.5% in Wave 1 to 28.5% in Wave 2).</p> <p>Awareness of the safe driving messages showed some incremental change from Wave 1 to Wave 2. The number of respondents that reported having "seen or heard anything" about extra belt enforcement increased from 40.4% to 40.8%, respectively.</p> <p>When asked where the safe driving message was heard, the most common answers were: TV, radio, electronic message signs and billboards. Recognition of the "Click It or Ticket" campaign slogan was strong during both Waves (82.8% in Wave 1 and 89.7% in Wave 2).</p>

Project Number/Title	Project Description
Project Number: 402OP 18 07 Project Title: State Agencies (RISP) – Rollover Simulator Demonstrations	<p>OHS will work with RISP to promote and conduct Rollover Simulator demonstrations in as many locations as possible (with a warranted size audience). For each demonstration, two persons are required to operate the Simulator. Wherever possible, one RISP officer and an OHS Program Manager (all have been trained for these demonstrations) will attend the event. If a program manager is not available, OHS will fund two RISP officers for the event. The projected number of demonstrations for FFY 2018 will be approximately 16 based on a four-year average.</p> <p>Performance: The rollover simulator was utilized at numerous safety events, schools and fairs during FFY 2018. These events included:</p> <p>Johnston Students Against Dangerous Decisions 345 Cherry Hill Rd. Johnston 9:30 AM – 1:00 PM, 4/12/18</p> <p>RISP Road Race Narraganset RI 9:00 AM – 10:00 AM, 4/29/18</p> <p>Woonsocket Rotary Club Touch A Truck Our Lady Queen of Martyrs Church Grounds 1409 Park Ave Woonsocket 10:00 AM – 3:00 PM, 5/5/18</p> <p>Toll Gate High School 575 Centerville Rd Warwick RI 9:00 Am – 1:00 PM, 5/11/18</p> <p>Toll Gate High School 575 Centerville Rd Warwick RI 9:00 Am – 1:00 PM, 5/18/18</p> <p>Central Falls PD Touch A Truck 10 Higginson Ave CF 10:30 AM – 3:00 PM, 6/9/18</p> <p>Tiverton PD Children's Safety Day Humphrey's Building Supply on 590 Main Rd, Tiverton, RI 12PM – 4 PM, 6/30/18 Mothers Against Drunk Driving Rhode Island College 600 Mt. Pleasant Ave Providence 1:00 PM – 4:00 PM, 7/20/18</p> <p>Coventry West Greenwich Elks 42 Nooseneck Hill Rd West Greenwich RI 02817 10:00 AM – 2:00 PM, 7/28/18</p>

Project Number/Title	Project Description
	<p>North Providence Police Department 1801 Douglas Ave North Providence 6PM – 10:00 PM, 8/7/18</p> <p>Cumberland Professional Firefighters 4097 Diamond Hill Road Diamond Hill Park Cumberland RI 10:00 AM – 2:00 PM, 8/26/18</p> <p>3rd Annual John Martins Car and Tow Truck Show 1 Columbus Ave Pawtucket 10:00 AM – 3:00 PM, 9/23/18</p> <p>West Greenwich Days 280 Victory Highway West Greenwich RI 11:00 AM – 4:00 PM, 9/29/18</p> <p>Camp Yawgoog Emergency Preparedness Weekend 61 Camp Yawgoog Rd Rockville RI 9:00 AM – 3:00 PM, 9/30/18</p> <p>Bryant University 1150 Douglas Pike Smithfield RI 12:00 AM – 3:00 PM, 10/10/18</p> <p>Newport Fire Department Easton Beach Newport RI 11:00 AM – 3:00 PM, 10/14/18</p>
<p>Project Number: 402SA 18 07 Project Title: Student Safety Educational Information (OP)</p>	<p>OHS will create appropriate educational and resource material and develop new dissemination points across Rhode Island. This material will include city/town and state programs for all age levels addressing, among other issues, CPS and CIOT. We've begun developing localized brochures and booklets addressing our safety issue areas. The funds are meant to create, produce, and print several of them. These materials will replace the multiple promotional items previously purchased. Our 2016 Impaired Driving and Occupant Protection assessments suggested developing educational and informational materials to support all our programs.</p> <p>Performance: These educational resources were not created during this fiscal year but will be reconsidered in FFY 2019. Our new PC who was recently certified as a CPS technician, serves as the leader of the OP section of the SHSP and has recently created a new occupant. brochure hoping to create additional attention to our work to get to a 90% usage rate.</p>

Project Number/Title	Project Description
Project Number: 402PM 18 02 Project Title: Creative Media (OP)	<p>OHS will contract with a State of RI approved media consultant to create and produce a major occupant restraint campaign. Our target market would be rural drivers. Pickup truck drivers (majority located in rural sections of state) remain high in unbelted usage rates. Our consultant will target that area using media components which attract that population. We will use Texas DOT "Buckle Up in Your Truck" 2011 campaign as a starting point for our creative media campaign.</p> <p>Performance: The RDW Group submitted the "Paid Media Report" evaluation for inclusion in the FFY 2018 Annual Report.</p>
Project Number: M2PE 18 03 Project Title: Paid Media (CPS)	<p>OHS informed the public via paid media of all the steps of child restraints, including infant seats, convertible seats, forward facing seats, booster seats, and safety belts. The media buy is expected to cover on-line/web/Internet and "out of home" (billboard/bus) with the target market of parents and caregivers, with emphasis on women between 18 and 40. The media buy coincided with the National Child Passenger Safety Week. This task met the requirements within the Grant Funding Policy Part II E by ensuring that all television advertisements included closed captioning. In addition, this project was be evaluated based on the criteria set out in the Section 402 Advertising Space Guidance.</p> <p>Performance: No new media materials were produced. Earned media by partners such as AAA Northeast offered the successful elements of past campaigns in conjunction to paid media running nationally and JL Media submitted the "Paid Media Report" evaluation for inclusion in the FFY 2018 Annual Report.</p>
Project Number: 402SA 18 05 Project Title: Buckle Up Before You Start Up (Oasis International)	<p>Oasis International worked with African Groups, Mosques, and Faith-Based Organizations to continue providing seatbelt education to the African Immigrant and African American residents of Providence with emphasis on residents of the Southwest Providence. Oasis is looking through this grant to double the percentage of the population reached in the past to 4,000 people. To measure behavioral changes among participants in all the workshops, they will use a Pre/Post-survey.</p> <p>Performance: During this program year Oasis International presented to 1,934 people at various locations throughout the State at different Mosques and African Churches. 90% of those present during our presentations were not up to date on Rhode Island's seat belt law nor the new hands- free law. The Program Director Mary Smith was confident that at the conclusion of this grant cycle, participants in her program came out with a new understanding of Rhode Island Seatbelt Laws. We look to implement a pre- and post-survey requirement in the future.</p>

Project Number/Title	Project Description
Project Number: 402 OP 18 09 Project Title: Connecting for Children and Families Primary seat belt education and public outreach	<p>Connecting for Children and their families will build upon their successful seatbelt safety program "Shield for Life" that educates Rhode Islanders about the State's primary seatbelt law. The program also promotes driver safety habits, including seatbelt use. The project's objective is to increase awareness about and adherence to seatbelt laws, with a primary focus on strategies that are tailored to reach an economically, culturally, and ethnically diverse audience of males aged 18-35. "Shield For Life" presentations will be one strategy facilitated by the Partnership once again. The program uses a presentation format to educate participants about driver and passenger seatbelt safety. A "Shield For Life" PSA will be created and presented on-line and on radio. Outreach efforts include education information dissemination, driver education partners, outreach to hair salon and barber shop venues and they will host a Mother's Day awareness event to highlight child passenger safety and a parent's role in providing that safety. Their program also includes outreach to high schools and colleges. The program will use a Pre/Post-testing evaluation component.</p> <p>Performance: Connecting for Children and their Families were unable to implement this program due to the loss of their seatbelt safety coordinator. We will rely on efforts with paid and creative media to reach this audience.</p>
Project Number: M2 HVE 18 01 Project Title: State Agencies (URI) Seat Belt Law Enforcement Patrols	<p>OHS funded implementation of the CIOT overtime enforcement patrols by the University of Rhode Island Police Department. Patrols were conducted during both daytime and nighttime hours, including mandatory participation for the national mobilization, May 22 to June 4, 2018 and three state mobilizations (Thanksgiving holiday travel, November 22 to 28, 2017; March 19 to 25, 2018; and September 16 to 25, 2018).</p> <p>Performance: The University implemented their seat belt enforcement program and conducted a September mobilization issuing a total of 27 violations over 12 enforcement hours. They worked closely with the OHS to continue this program FFY 2019.</p>
Project Number: 402 OP 18 06 Project Title: Buckle Up Saves Lives Series and Statewide Seatbelt Challenge	<p>Warwick Police Department, with the assistance of the OHS, will offer all Rhode Island high schools the opportunity to participate in this data-driven, seat belt-focused program. Students will work to develop a week of seat belt-related awareness at their schools. Efforts will include local media. OHS will be available to participate in awareness activities. The week of awareness will be preceded and followed by seat belt observational surveys to be conducted by students at their school parking lot. Survey evaluation will determine the effectiveness of the awareness/education program.</p> <p>Performance: The Warwick PD was unable to implement this program during this fiscal year. We are looking at other police departments to implement the program and also to engage youth programs.</p>

3.5 Older Road Users

Problem Statement

The ability to drive safely often deteriorates with age. Unlike other states where older citizens constitute the fastest growing segment of the population, Rhode Island does not have an extensive problem with older drivers. Between 2010 and 2014, there was an annual average of 14 fatalities involving older drivers. While tragic, these deaths are below national and regional averages.

Projects and Funding

Office on Highway Safety does not have active programs for older drivers, however, AAA Northeast has an outstanding program for older drivers and teaches more than 45 classes annually, reaching more than 1,300 older drivers in Rhode Island on a yearly basis.

3.6 Pedestrians and Bicyclists

Problem Statement

Although crashes in Rhode Island are dominated by personal automobiles, other modes of transportation require consideration. Other transportation modes consist of everything except personal automobiles and motorcycles and are generally classified as motorized (school buses) and nonmotorized (pedestrian and bicycle) modes. There were 7 pedestrian fatalities in 2018, a significant drop from the high in 2017 of 21. This helped the State lower its five-year average pedestrian fatalities to 13 but is still short of its target of 10. The spike in 2017 pedestrian fatalities makes it difficult to achieve five-year targets that try to push Rhode Island toward lower fatalities. Rhode Island will need to continue its outreach and enforcement efforts for several years to help achieve consistently lower fatalities numbers that will drive the five-year average downward. There was one bicyclist fatality in 2018, and the five-year average bicyclist fatalities remained at 1, meeting the chosen target. The State continues to exhibit a low number of bicyclist fatalities, therefore, its current efforts to promote safe bicycling and awareness of bicycles appear to provide consistent results.

Performance Measures and Targets

Table 3.9 summarizes the pedestrian and bicyclist-related performance measures and targets identified in the 2018 HSP.

Table 3.9 Pedestrian and Bicyclist Performance Measures

Performance Targets	Performance Measures
Reduce the five-year average number of pedestrians in fatal crashes by 9 percent from 11 (2011 to 2015 average) to 10 (2014 to 2018 average) by 2018.	Number of pedestrian fatalities. There was significant decline in the number of pedestrian fatalities in 2018, however, the spike in 2017 makes achievement of the five-year target of 10 difficult. Several years of sustained efforts are needed to meet lower targets.
Achieve a five-year average number of bicyclist fatalities at the five-year average of less than one (2014 to 2018 average) by 2018.	Number of bicyclist fatalities. Rhode Island continues to consistently have a low number of bicyclist fatalities and achievement of this target remains reasonable.
Decrease the five-year average number of pedestrian fatalities testing positive for blood alcohol, by 15 percent from 2.6 (2011 to 2015) to 2.2 (2014 to 2018) by 2018.	Number of pedestrian fatalities. The number of alcohol-related pedestrian fatalities is not available at time of this publication.

Projects and Funding

The 2018 HSP identified other road user projects to address the above performance measures and make progress towards the targets. **Table 3.10** lists the projects; the relevant performance measures; the funds obligated to each project; and the project status.

Performance Results

In FFY 2018, OHS listed ten projects related to vulnerable road users – pedestrians and bicyclists. With more facilities and opportunities to bike and walk, pedestrian and bicycle fatalities and serious injuries continue to be an important metric. OHS will continue to consider targeted activities and projects.

Table 3.10 FFY2018 Pedestrian and Bicycle Projects

Project ID	Project Title	Related Performance Measure(s)	Funding Source	Funds Obligated (FFY 2018)	Project Status
402 PS 18 02	Bike Newport Road Share Education	Number of bicyclist fatalities	Section 402	165,000.00	Completed
FHLE 18 02	Pedestrian/Bicycle Enforcement Patrols	Number of pedestrian fatalities Number of bicyclist fatalities	Section 402	55,925.00	Completed
402 SA 18 02	Cranston Child Opportunity Zone (COZ)	Number of pedestrian fatalities Number of bicyclist fatalities	Section 402	20,500.00	Completed
402 PS 18 03	Statewide Smart Cycling Education	Number of bicyclist fatalities	Section 402	10,000.00	Completed
402 PM 18 07	Pedestrian Safety Paid Media	Number of pedestrian fatalities	Section 402	100,000.00	Completed
402 PM 18 08	Pedestrian Safety Creative Media	Number of pedestrian fatalities	Section 402	50,000.00	Did not complete
FHPE 18 01	Pedestrian and Bicycle Education	Number of pedestrian fatalities Number of bicyclist fatalities	Section 405H	50,000.00	Did not complete
FHLE 18 01	RISP Law Enforcement	Number of pedestrian fatalities Number of bicyclist fatalities	Section 405H	2010.00	Completed
FHTR 18 02	Training/Education of LE for Pedestrian Safety	Number of pedestrian fatalities	Section 405H	55,925.00	Completed

Project Descriptions

The following are descriptions of the pedestrian and bicyclist projects, including the project title and outcomes of the projects over the 2018 fiscal year.

Project Number/Title	Project Description
<p>Project Number: 402SA 18 02</p> <p>Project Title: Safe Communities Partnership Cranston Child Opportunity Zone (COZ)</p>	<p>The COZ project fosters cooperation between Cranston families and community education, social service, health-care, and public safety organizations; conduct CPS clinics and individual seat checks; fit and distribute bicycle helmets; and provide education/outreach on child restraint use, bicycle, and pedestrian safety the Cranston COZ reaches 3,000 students and their families a minimum of 12 times annually in person.</p> <p>Performance: The Cranston Center/COZ services over 3,000 students and their families at the eight Title 1 schools in Cranston. The Family Centers Early Childhood Home Visiting program incorporated a safety message brought into the homes of participating families with preschool children. This program's Home Educator visits an average of 20 families per month, and also visits three pre-kindergarten classes per month. Each home visit incorporated a car seat, and seatbelt safety education for parents and children. In the summer of 2018, safety educators attended four of the Title 1 sites and distributed 2,300 pieces of safety educational material. The Family Center staff continued its effective outreach to families using a variety of methods, (i.e. phone calls, email, flyers, personal contact). Their website has also been updated with relevant RIDOT and NHTSA messaging. The above-mentioned strategies have effectively increased parent involvement by 9% since the year 2000. Over the past school year, the Family Center distributed close to 4,000 pieces of printed Pedestrian/Bicycle safety education materials: 750 bicycle safety materials, and 3106 pedestrian safety materials. Each of these printouts had appropriate safety messaging. 91% of those surveyed found that the safety information that they received from the Family Center was helpful.</p>

Project Number/Title	Project Description
<p>Project Number: 402PS 18 02</p> <p>Project Title: Bike Newport – Newport Road Share Education</p>	<p>Bike Newport will refine, improve, and expand our programs to reach more people with information about how to drive, cycle, and/or walk on a shared road.</p> <p>Performance: The Office on Highway Safety was happy to partner with Bike Newport in the 2018 fiscal year. Their efforts included continued work on broadening the reach of the “share the road” and “be safe be seen” message to the residents of Aquidneck Island by increasing outreach through their existing programs, bike safety classes for youth and adults, school assemblies, distribution of safety information at various events and through the creation of a new statewide campaign called Rhode Island Waves.</p> <p>Events/Classes: 2018 has been an especially successful year as we continue to make progress on the mission to improve and encourage bicycling in and around Newport. We have seen steady participation in all programs. Including % change from 2017:</p> <ul style="list-style-type: none"> › Bike Garage: Total 1300; average 108/month (up 15%) › Bike Library: Total; 300; average 25/month (steady at current capacity) › Adult Earn-a-Bike: 260 (up 33%) › Youth Bike Distribution: 80+ (steady) › Helmet Distribution: 300 (up 20%) › Lights Distribution: 300 sets (steady) › Bells Distribution: 300 (up 50%) › Pre-Ride and Roadside Instruction: 70 (down 15%) › Ladies Nights participants: 38 (up 110%) › Newbie Riders: 15 (up 25%) › Instructor Trainings: 12 (up 20%) › Summary Rhode Island Waves Highlights: › Comprehensive website designed and launched › Videos produced as full-length and PSA-ready › Portfolio of photography and gifs produced › posters produced in English and Spanish › Three major community launch events staged for public and stakeholder engagement

Project Number/Title	Project Description
<p>Project Number: 402PS 18 03</p> <p>Project Title: Statewide Smart Cycling Education</p>	<p>The Rhode Island Bicycle Coalition education project will be implemented through an education and outreach program to communicate smart cycling skills to cyclists across the state. The project involves three components: (1) offering smart cycling classes to the public for free in communities where there is not currently access to such training (2) training and certifying more Rhode Islanders to offer these smart cycling training by bringing in a national certified coach (3) developing an educational booklet to provide Rhode Islanders with basic information on smart cycling. Survey evaluation will measure the effectiveness of this project.</p> <p>Performance: During the 2018 Federal Fiscal Year, the Rhode Island Bicycle Coalition held Smart Cycling classes to educate on bike safety and promote RIDOT safety messaging. They worked directly with local League Certified Instructors (LCIs) to establish smart cycling courses to help train adult and youth. The RI Bike Coalition worked with several partner organizations – Recycle-a-Bike (RAB), the Woonasquatucket River Watershed Council (WRWC), and Bike Newport – to offer classes through these organizations to people in their target communities. RI Bike also worked to establish relationships with Heath Equity Zone (HEZ) organizations, recreational centers, and local farmers’ markets to both host classes and encourage people in their communities to participate in smart cycling classes.</p> <p>The RI Bike Coalition established a smart cycling adult curriculum (Smart Cycling Basics Course, Smart Cycling Advanced Course, and Smart Cycling the Complete Course) with materials (slides, handouts) that could be taught by any Rhode Island LCI. Courses were derived from the League’s curriculum, which recently updated their course materials and resources. They also worked to create youth-oriented smart cycling classes that combined fun activities (e.g. a “Bike Rodeo” or “Obstacle Course”) with the information taught in their Smart Cycling Basics curriculum. Youth classes focused more on interactive (bike riding) activities and less on classroom instruction, keeping the youth engaged during the learning process. There were 59 participants this year. The OHS looks forward to partnering with the Rhode Island Bike Coalition again in the next fiscal year.</p>
<p>Project Number: 402PM 18 07</p> <p>Project Title: Pedestrian Safety Paid Media</p>	<p>OHS will develop and implement statewide paid and earned media campaigns for Pedestrian law enforcement efforts. Media materials will be produced in both English and Spanish and the venues will be chosen based on market data for each audience. This task will meet the requirements within the Grant Funding Policy Part II E by ensuring that all television advertisements include closed captioning. In addition, this project will be evaluated based on the criteria set out in the Section 402 Advertising Space Guidance.</p> <p>Performance: The RDW Group submitted the “Paid Media Report” evaluation for inclusion in the FFY 2018 Annual Report.</p>

Project Number/Title	Project Description
Project Number: 402PM 18 08 Project Title: Pedestrian Safety Creative Media	<p>OHS' contract with a public relations firm for creative media will include creation and production of ads for a pedestrian/bike safety campaign. This task will meet the requirements within the Grant Funding Policy Part II E by ensuring that all television advertisements include closed captioning. In addition, this project will be evaluated based on the criteria set out in the Section 402 Advertising Space Guidance.</p> <p>Performance: We did not create any new pedestrian creative media this fiscal year. We are hopeful to do that in FFY 2019 and will also continue the paid media efforts described above.</p>
Project Number: FHPE 18 01 Project Title: Pedestrian & Bicycle Education	<p>The Office on Highway Safety will conduct pedestrian and bicycle education geared towards the general public. This educational program will focus on enlightening the general public about state and local laws involving both pedestrians and bicyclists. It is imperative that awareness is raised revolving around vulnerable road users. Informational handouts will be created in both English and Spanish highlighting motorist, bicyclist, and pedestrian responsibilities when interacting on the roadways. "Roadsharing" will be a common theme and the target audience will be taught how to safely utilize our roadways and how to be inclusive of other modes of transportation such as pedestrians and bicyclists.</p> <p>Performance: We included pedestrian education in our impaired driving business forums since many of our pedestrian fatalities were alcohol related.</p>
Project Number: FHLE 18 01 Project Title: RISP Law Enforcement	<p>This task will provide funds to enable the Rhode Island State Police to conduct patrols aimed at enforcing the state's pedestrian/bicycle laws.</p> <p>Patrols will be conducted year-round with a focus on the summer months primarily in downtown locations during the morning and evening commuting hours. Specific times and locations will be based on local data.</p> <p>Performance: The RISP did not use any pedestrian funds this FFY. Their plan is to create specific details in FFY 2019. The RISP will continue to enforce laws even without a specific campaign.</p>
Project Number: FHTR 18 02 Project Title: Training/Education of LE for Pedestrian Safety	<p>The Office on Highway Safety conducts training for law enforcement officers for pedestrian safety. Officers are provided data showing the existing issue and are encouraged to conduct pedestrian enforcement activities, using a data driven approach, in their respective communities. Officers are also trained on how to properly conduct pedestrian enforcement "Decoy operations" and a review of local state laws is also conducted. A portion of the training encompasses bicycle safety as well.</p> <p>Performance: Col. Sullivan and PC Andrew Tainsh led this training effort this fiscal year. No departments were awarded funds to implement the program unless they attended the training. Approximately 20 departments were trained.</p>

Project Number/Title	Project Description
Project Number: FHLE 18 02 Project Title: Pedestrian/Bicycle Enforcement Patrols	<p>This task will provide funds to enable approximately 19 municipal law enforcement agencies to conduct patrols aimed at enforcing the state's pedestrian/bicycle laws. Grants will be funded based on a competitive application including factors such as demonstrated need, number of crashes, community size, road configuration/congestion, and violations/warnings issued. Patrols will be conducted year-round with a focus on the summer months primarily in downtown locations during the morning and evening commuting hours. Specific times and locations will be based on local data.</p> <p>Performance: 682 citations issued during 161 patrols totaling 669 hours.</p>

3.7 Speed

Problem Statement

Rhode Island has had mixed success in reducing speed-related fatalities, with regular fluctuations in fatalities. In 2017, there were 41 speed related fatalities, the highest number since 2012 when there were 30. OHS completed six speed-related projects in 2018 to help address this issue. Preliminary numbers for 2018 show a reduction in the number of speeding-related fatalities, down to 13, and driving the five-year average down to 22. However, this does not meet the five-year target of 19 speed-related fatalities. The spike in 2017 means that Rhode Island will need to maintain several years of sustained effort to significantly drive the five-year average downward. Speed enforcement and awareness campaigns are primary tools Rhode Island will use to promote safer speeds by the traveling public.

Performance Measures and Targets

Table 3.11 summarizes the speed-related performance measures and targets identified in the 2018 HSP. The relationship between the individual projects and the program area performance measures is described in **Table 3.12**.

Table 3.11 Speed-related Performance Measures

Performance Targets	Performance Measures
Reduce the five-year average speed-related fatalities by 10 percent from 21 (2011 to 2015 average) to 19 (2014 to 2018 average) by 2018.	Number of speed-related fatalities. The five-year average was 22, despite a significant drop in the actual number of speed-related fatalities in 2018.

Projects and Funding

The 2018 HSP identified projects to address the above performance measures and make progress towards the targets. **Table 3.12** lists the projects; the relevant performance measures; the funds obligated to each project; and the project status.

Performance Results

Speed was a factor in almost half of fatalities in 2017. The OHS completed six speed projects in FFY 2018 to work toward addressing this number.

Table 3.12 FFY2018 Speed Projects

Project ID	Project Title	Related Performance Measure(s)	Funding Source	Funds Obligated (FFY 2018)	Project Status
402 PM 18 03	Paid Media (PT)	Speeding citations issued during grant-funded enforcement activities	Section 402	100,000.00	Completed
402 PM 18 04	Creative Media (PT)	Speeding citations issued during grant-funded enforcement activities	Section 402	150,000.00	Used NHTSA media
402 PT 18 04	Municipalities Speed Enforcement	Speed-related fatalities	Section 402	271,100.00	Completed
402 PT 18 02	State Agencies (RISP) Speed Enforcement	Speed-related fatalities	Section 402	115,190.00	Completed
402 PT 18 05	State Agencies (URI) Speed Enforcement	Speed-related fatalities	Section 402	1,000.00	Completed
164 AL 18 17	Collision Reconstruction Unit – GPS Total Station Equipment and Airbag Control Module Data Downloads	Speed-related fatalities	Section 164AL	8,433.60	Completed
402 PT 18 06			Section 402PT	8,433.60	
402 OP 18 12			Section 402OP	7,228.80	

Project Descriptions

The following are descriptions of the speed projects, including the project title and outcomes of the projects over the 2018 fiscal year.

Project Number/Title	Project Description
Project Number: 402PT 18 04 Project Title: Municipalities Speed Enforcement Patrols	OHS funded implementation of the “Obey the Sign or Pay the Fine” overtime speed enforcement patrols by local city/town police departments. 38 communities participated in the program. Patrols were conducted 24-hours and there is mandatory participation in one annual enforcement period, during the first week of August. The amounts allocated to each municipality were determined based on problem identification, citation and detail history, ability to deploy details, and overall community targeted safety needs. Performance: Municipal Police Departments issued 6459 speeding citations over 4,099 hours on OHS grant funded details during FFY 2018.
Project Number: 402PT 18 02 Project Title: State Agencies (RISP) Speed Enforcement	OHS funded implementation of the “Obey the Sign or Pay the Fine” overtime speed enforcement patrols by the Rhode Island State Police. Patrols are conducted 24-hours and there is mandatory participation in one annual enforcement period, during the first week of August. This also includes RISP C.A.R.E. patrols and travel. Performance: The RI State Police issued 1735 speeding citations over 1,637 hours on OHS grant funded details during FFY 2018.
Project Number: 402PT 18 05 Project Title: State Agencies (URI) Speed Enforcement	OHS funded implementation of the “Obey the Sign or Pay the Fine” overtime speed enforcement patrols by the University of Rhode Island Police. Patrols are conducted during 24-hours and there is mandatory participation in one annual enforcement period, during the first week of August. Performance: URI issued 18 speeding citations over 8 hours on OHS grant funded details during FFY 2018.
Project Number: 402PM 18 03 Project Title: Paid Media (PT)	OHS will develop and implement statewide paid and earned media campaigns for the “Obey the Sign or Pay the Fine” law enforcement mobilizations. The target audience will be 16- to 34-year-old males. Media materials will be produced in both English and Spanish and the venues will be chosen based on market data for each audience. This task will meet the requirements within the Grant Funding Policy Part II E by ensuring that all television advertisements include closed captioning. In addition, this project will be evaluated based on the criteria set out in the Section 402 Advertising Space Guidance. Performance: Our “Paid Media Report” evaluation is included in the FFY 2018 Media report portion of this document.
Project Number: 402PM 18 04 Project Title: Creative Media (PT)	OHS’ contract with a public relations firm for creative media will include creation and production of ads for the “Obey the Sign or Pay the Fine” campaign. This task will meet the requirements within the Grant Funding Policy Part II E by ensuring that all television advertisements include closed captioning. In addition, this project will be evaluated based on the criteria set out in the Section 402 Advertising Space Guidance. Performance: No new Speed media was created this fiscal year. We are developing a statewide RFP for Fiscal year FFY2019.

Project Number/Title	Project Description
<p>Project Number: 164AL 18 17/ 402PT 18 06/ 402OP 18 12</p> <p>Project Title: Collision Reconstruction Unit – GPS Total Station Equipment and Airbag Control Module Data Downloads</p>	<p>A new forensic mapping system will significantly reduce scene clearance times, while allowing the State Police to obtain more accurate measurements that have been forgone in the past due to the limitation of the older, more cumbersome system. This system is currently being utilized by the Massachusetts State Police Collision Analysis and Reconstruction Section, the Massachusetts Department of Transportation, the New York Department of Transportation, and the City of East Providence with great results. Any and all future maintenance costs associated with this system will remain with the State Police. The purchase of this new system also includes the new equipment training certification, the software compatibility set up, and a three (3) year subscription to the Smartnet GIS NRTK mapping coordinate system.</p> <p>Performance: In December of 2017, the Rhode Island State Police purchased the Leica GSNN GS14 GPS system. This system allows for the forensic mapping of crash scenes using the satellite based RTK (Real-Time Kinematic) global positioning system. This equipment allows for precision measurements to be taken rapidly in the field by only one operator. The integration of this equipment into our crash scene investigations has resulted in the of mapping more crash scenes, while doing so with faster clearance times and more accurate measurements. This equipment has provided excellent data for our analysis and enhanced our final report presentations.</p>

3.8 Traffic Records

Problem Statement

The traffic records system allows for collection and reporting of data elements necessary for problem identification, problem analysis, and countermeasure evaluation in all areas of traffic safety in the State. Some of the identified issues, include lack of data integration, flawed injury data, lack of serious injury data for speed-related crashes, lack of roadway/roadside inventory data, incomplete toxicology reports for impaired driving, lack of data on contributing factors in run-off-road fatalities, and low numbers for distracted driving crashes. Rhode Island has achieved success with maintain crash records with no errors in critical data elements at a rate of over 99 percent. However, there are opportunities for improvement in traffic records as the desired target of latitude and longitude information entered by the law enforcement officer is currently at 78 percent, which does not meet the target of 90 percent. Crash data integration with other databases remains a long-term target as linking to other datasets such as trauma and crime can provide analytical benefits, however, these efforts still remain at the starting point. Rhode Island plans to look for opportunities to invest in technology, training, and partnerships to help achieve targets for data integration and improve location information.

Performance Measures and Targets

Table 3.13 summarizes the traffic records performance measures and targets identified in the 2018 HSP. The relationship between the individual projects and the program area performance measures is described in **Table 3.14**.

Table 3.13 Traffic Records Performance Measures

Performance Targets	Performance Measures
Reduce the percentage of citation records with missing critical data elements.	Percentage of records. Maintained percentage of crash records with no errors in MMUCC critical data elements: 98.94% (April 2016 to March 2017) increased to 99.24% (April 2017 to March 2018).
Increase the percentage of crash records with latitude and longitude values entered by the officer from 77.45 percent in March 2017 to 90 percent in March 2018.	Percentage of records. The percentage of crash reports with complete location data measurements increased by 22 percent in 2014 to 78 percent in 2018.
Increase the percentage of appropriate records in the crash database that are linked to another records database from zero percent in July 2017 to five percent by September 2018.	Percentage of records. Rhode Island data partners are actively working on data integration efforts between agencies and are identifying steps and actions to enable these data integration activities.
Increase the percentage of appropriate records in the crash database that are integrated with the crime database from zero percent to two percent by September 2018.	Percentage of records. Rhode Island data partners are actively working on data integration efforts between agencies and are identifying steps and actions to enable these data integration activities.

Projects and Funding

The 2018 HSP identified six traffic records projects to address the above performance measures and make progress towards the targets. **Table 3.14** lists the seven projects, including the relevant performance measures; the funds obligated to each project; and the project status.

Performance Results

OHS listed six traffic records projects in FFY 2018 to address the above performance measures and make progress toward the targets.

Table 3.14 FFY2018 Traffic Records Projects

Project ID	Project Title	Related Performance Measure(s)	Funding Source	Funds Obligated (FFY 2018)	Project Status
M3DA 18 03	Crash MMUCC Revision	Percentage of records.	Section 405C	65,000.00	Scheduled for FFY 2019
M3DA 18 06	Department of Health State Agencies EMS	Percentage of records.	Section 405C	52,516.00	Completed
M3DA 18 04	RI Police Chiefs Association Statewide RMS	No related PM	Section 405C	200,000.00	Continuing
M3DA 18 07	Traffic Records Data Warehouse	Percentage of records.	Section 405C	300,000.00	Did not complete
M3DA 18 05	Trauma Registry	Percentage of records.	Section 405C	256,400.00	DOH decided not to absorb this project due to staffing and other departmental concerns
F1906 18 01	TRCC Consultant Services	No related PM	Section F1906	0.00	Used internal assistance

Project Descriptions

The FFY 2018 HSP project list to address traffic records includes the project number, title, description, and performance.

Project Number/Title	Project Description
<p>Project Number: F1906 18 01</p> <p>Project Title: Traffic Records Coordinating Committee Consultant Services</p>	<p>RIDOT/OHS will contract with outside consultants to create a reporting system (ATRION, Inc and another consultant for analytic purposes TBD), maintain IT requirements, and service all Rhode Island law enforcement agencies (ATRION) in their mandate to collect data sets included within Rhode Island’s CCPRA statute. The OHS will also provide updated software and equipment necessary for law enforcement agencies to comply with the statute. The funds will also support RIDOT’S MIS data maintenance and service requirements.</p> <p>Performance: We remain in a data collection and reporting mode regarding this project. The consultant completed their scope of work for FFY 2018.</p>
<p>Project Number: M3 DA 18 06</p> <p>Project Title: Department of Health State Agencies EMS</p>	<p>NHTSA funds will support the Rhode Island Emergency Medical Services Information System (RI-EMSIS), specifically to defray the cost for the state’s vendor ImageTrend to host and maintain the system. Since its implementation in 2012, the Center for Emergency Medical Services (CEMS) has collected 729,027 electronic run reports, including 17,026 related to incidents involving motor vehicles and pedestrians.</p> <p>Performance: This project was completed as projected.</p>

Project Number/Title	Project Description
Project Number: M3 DA 18 05 Project Title: Trauma Registry	<p>The Rhode Island Department of Health will contract with a data systems vendor to develop a trauma database that all hospitals can access via the web. Each hospital will enter demographic information, incident details, and medical information for each patient whose traumatic injuries lead to death, surgery, admission to the hospital or ICU. Information from the RI EMSIS EMS database will automatically carry over into the hospital database report to facilitate data entry and ensure accuracy and consistency of the record.</p> <p>The database will be housed and maintained at the Rhode Island Department of Health. Since the database will be accessible on-line, hospitals are not required to purchase additional hardware or software. Training will be provided to the hospitals and a schedule developed for data reporting that is mutually convenient. It is anticipated many hospitals will provide reports weekly while others may schedule monthly data reporting.</p> <p>By linking data in the hospital record to crash scene details, patient outcomes can be matched to specific locations, crash types, use of safety devices, time of day, etc. The database can be designed to include the data elements and create the reports that are most relevant to our state needs. Instituting a State Trauma Registry also will allow us to contribute to national trauma research efforts by giving us the opportunity to submit our state data to the National Trauma Data Bank.</p> <p>Basis for Project: The American College of Surgery, the Institute of Medicine, and various federal agencies support the development and implementation of state trauma registries. The 2006 article "Are statewide trauma registries comparable? Reaching for a national trauma dataset" in the Society for Academic Emergency Medicine found that 32 states already had a centralized trauma registry. Rhode Island is one of the few remaining states that do not have a trauma registry.</p> <p>The information collected in this database will allow us to see the actual medical impact of traffic related trauma in our state. By linking the information in RI EMSIS with a trauma registry, medical risks of various environmental and behavioral factors can be identified. This also will aid in our ability to track the health impact of our intervention strategies.</p> <p>Performance: The Rhode Island Department of Health decided they did not have the capacity to create, implement and facilitate this project during this fiscal year but would apply for these funds in future years. OHS continues to monitor best practices with trauma data integration.</p>
Project Number: M3 DA 18 07 Project Title: Traffic Records Data Warehouse	<p>Develop a data warehouse into which all traffic records systems submit data; develop linkages between the various data sets and provide data warehouse drill down and reporting capabilities that support highway safety decision-making.</p> <p>Performance: This program was placed on hold for another year due to plans to revise the MMUCC and software and training.</p>

Project Number/Title		Project Description
Project Number:	M3 DA 18 03	<p>The Rhode Island Uniform Crash Report will be revised to include new fields and make the crash report consistent with the latest version of the MMUCC. Additional fields for consideration are mile marker identification (to improve crash location accuracy) and a "lane departure" checkbox. Funds will be used to modify the State's RMS systems for data input and the RIDOT import service for crash records.</p> <p>Performance: This project was also put into our FFY 2019 plan since we need to use the expertise of consultants to maintain our compliance with the FAST Act.</p>
Project Title:	Crash MMUCC Revision	
Project Number:	M3 DA 18 04	<p>Continue with the implementation of a Statewide Records Management, Traffic Records, and Computer Aided Dispatch System (RMS/CAD). The project will consolidate all Rhode Island law enforcement agencies onto a single RMS/CAD platform. Updating the system will allow police departments to contribute and receive information from one central records management system.</p> <p>Performance: This project saw some advancement and will see additional progress to completion in FFY 2019. The Rhode Island Attorney General's office took a lead in helping to finance this project using Google funds. Although they are promised towards the project we have since realized the election of a new Attorney General who is reevaluating the state's Google funds and which projects were promised support by the past AG. We are working with RIPCA and the AG's office to help move this important data system forward.</p>
Project Title:	RMS System	

3.9 Young Driver

Problem Statement

Consistent with national trends, young drivers were overrepresented in fatal crashes in Rhode Island when the 2018 HSP was developed. The number of younger driver related fatalities was three in 2018, a drop from the spike of 13 in 2017. This helps to drive the five-year average down to 7, but not meeting the five-year average target of 5. Sustained efforts for several years will be needed to drive the five-year average down to offset the spike in 2017. Rhode Island will continue to conduct its outreach efforts over the next few years to promote safe driving by young drivers. Historically, young drivers age 16 to 20 years old represented about five percent of Rhode Island licensed driver population; in 2018, they represent six percent of all fatalities.

Performance Measures and Targets

Table 3.15 summarizes the younger driver performance measures and targets identified in the 2018 HSP. The relationship between the individual projects and the program area performance measures is described in **Table 3.16**.

Table 3.15 Younger Driver Performance Measures

Performance Targets	Performance Measures
Maintain the number of drivers age 20 or younger involved in fatal crashes at a five-year average of 5 (2014 to 2018 average) or below by 2018.	Number of young drivers (age 16 to 20) involved in fatalities and serious injuries. Although there were 3 young drivers involved in fatal crashes in 2018, the significant spike in 2017 means that several years of low fatality numbers are needed to achieve lower five-year averages.

Projects and Funding

The 2018 HSP identified four projects to address the above performance measures and make progress towards the targets. **Table 3.16** lists the four projects, including the relevant performance measures; the funds obligated to each project; and the project status.

Performance Results

OHS completed three young driver projects in FFY 2018 to address the above performance measures and make progress toward the targets.

Table 3.16 FFY2018 Young Driver Projects

Project ID	Project Title	Related Performance Measure(s)	Funding Source	Funds Obligated (FFY 2018)	Project Status
402 SA 18 03	Young Voice Keeping Young Drivers Safe	Number of young drivers (age 16 to 20) involved in fatalities and serious injuries.	Section 402	9,600.00	Completed
164AL 18 07 402SA 18 06	Youth Educator and Influencer Program (MADD)	Number of young drivers (age 16 to 20) involved in fatalities and serious injuries.	Section 164 Section 402	39,150.00 39,150.00	Sub grantee decided not to accept funds
402 DE 18 01	Driver's Education Assessment	Number of young drivers (age 16 to 20) involved in fatalities and serious injuries.	Section 402YA	40,000.00	Continued to FFY 2019
M5TR 18 01	Coastline EAP Education	Number of young drivers (age 16 to 20) involved in fatalities and serious injuries.	Section 405D	36,720.00	Completed

Project Descriptions

The FFY 2018 HSP project list to address young drivers includes the project number, title, description, and performance.

		Project Description
Project Number:	402 SA 18 03	<p>Young Voices led by program facilitator Karen Feldman, have created comprehensive safety-driven distracted driving curriculum. It will be offered to 2,000 young drivers in order to reduce their texting while driving behavior. Monthly trainings will take place from October 2017 through September 2018. Through the training youth gain skills in creating communications and networking abilities that serve to support their safe behavior and begin a peer to peer change model. A pre- and post-test will be administered and returned data will be analyzed in order to promote ongoing strategies that support decreased distracted driving behavior by youth. Outreach efforts will include college campuses such as CCRI, URI, RIC, and Bryant University. Local high schools will also be included in the outreach efforts.</p> <p>Performance: Young Voices, with continued support from RIDOT OHS, provided high-impact highway safety trainings for young drivers and passengers across Rhode Island from January - August 2018. The youth educators led the newly expanded, multi-session training for a total of 564 touches to 188 students ages 14-18. Students represented 14 different high schools in Providence, Pawtucket and Central Falls. Participants were reached through three interactive youth-led sessions. The trainings were all designed and delivered by a team of Young Voices youth educators and offered relatable, relevant and engaging material. Youth educators covered topics including distracted driving, impaired driving, and speeding. They also educated their peers, families and communities about the Hands-Free Law that went into effect on June 1, 2018. Students created two PSAs to promote the new law and reached over 8,404 people according to data collected on Facebook. Youth also shared the PSAs on other social media platforms including Twitter, Instagram and Snapchat. Young Voices successfully supported a youth educator team of ten low-income, minority youth to design, deliver and evaluate highway safety education training for 500+ of their peers statewide. The youth educator team not only participated in Young Voices advanced leadership training twice a week throughout the school year where they gained public speaking, critical thinking and policy analysis skills, but also met twice a month to discuss highway safety and analyze state and national data and trends related to young drivers. Overall, the youth educators reached over 500 of their peers through highway safety trainings and over 8,000 people through educational PSAs about the Hands-Free Law.</p>
Project Title:	Young Voice Keeping Young Drivers Safe	

		Project Description
Project Number:	164AL 18 07/ 402SA 18 06	<p>MADD RI will engage two key demographics in the community through these two innovative programs. Youth in Action helps young people focus on law enforcement, educational, and policy level changes, which affect underage drinking. Power of Parents is an interactive training session for parents who are looking for guidance when dealing with youth and destructive decisions. Team Spirit is a successful program that offers students in grades 9-12 with the opportunity to experience a 3.5-day leadership training seminar followed by a school year implementing action plans developed at the seminar. The seminar highlights prevention, education, community and school alcohol and drug prevention strategies, team building, traffic safety education and substance free alternative activities.</p> <p>Performance: MADD let us know they did not have the capacity to receive our federal funds within the reimbursement system we employ. They refused the award.</p>
Project Title:	Youth Educator and Influence Program (MADD)	
Project Number:	402DE 18 01	<p>NHTSA's Assessment Program provides technical assistance to State Highway Safety Offices. A team of outside experts conducts a comprehensive assessment of the highway safety program using an organized, objective approach and well-defined procedures. Although a comparison is made to existing standards, RI may also request technical assistance that addresses unique concerns, as well as specialized expertise on the team. Not only does the assessment provide useful recommendations, the dialogue and report are also educational for the State and its highway safety customers.</p> <p>Performance: We have included this assessment in FFY 2019. We were unable to implement due to staff capacity and scheduling challenges. We have submitted paperwork asking for our planned assessment and are awaiting a response from NHTSA.</p>
Project Title:	Driver's Education Assessment	
Project Number:	M5TR 18 01	<p>Using the Steer Your Teen Down the Right Road, developed by the National Safety Council's Drive It Home initiative, RISAS will work with the Regional Coalition members in South County to share this presentation with parents of high school juniors and seniors. The 52 weekly safety messages will be promoted through social media to parents and in our agency's electronic Parent Newsletter.</p> <p>Performance: 16 youth from three different regions, the Chariho youth group, RIPL (Rebels Inspiring Positive Lifestyles) group from South Kingstown, and one student from Narragansett participated in designing this campaign. Three were aged 21-23 years old; ten youth were aged 15-17 and three aged 18 to 20. Two adults worked consistently face to face with the youth. The group then decided to target four different time periods to create specific messaging. The group created a campaign for prom, graduation, summer and back to school, as well as one specific video message from youth to parents. For each time period, six videos and six social media posts were created, therefore 24 videos, 24 digital messages per time period creating a total of 96 videos and 96 posts. In addition, a backdrop for photographs was created and utilized at three proms, a fair and other school events. Drive Safe 4 Life media messages were posted on 2 main Facebook pages, the</p>
Project Title:	Coastline EAP Education	

	Project Description
	<p>South County Regional Page and South Kingstown Partnership for Prevention and a Drive Safe 4 Life Instagram account was established and utilized. As of September 29th, the Instagram account had 1,204 likes and 2,341 impressions. To access the social media reach on Facebook, the total impressions were calculated per group's FB page. There were 52,233 views on FB of the messaging (including advertisements from Thrive Hive up to August 23rd.) The time period with the most impressions was prom with 32, 491 impressions, followed by summer with 10,936 impressions. The average impression per post across all time periods and organization was 16,329.5. The most viewed post was the driving while under the influence message from prom season with 13,794 views. In addition, a media company was employed to advertise these messages on Instagram and Facebook. From June 1 to August 23rd, there were 213,601 impressions, and 59,103 views across Instagram and Facebook. Individuals were informally surveyed during the Washington County Fair as patrons visited a booth. After seeing Drive Safe 4 Life information, a majority of the respondents reported a desire to change their driving habits in some manner. Many commented that they were aware that driving under the influence of marijuana was in fact drugged driving. A survey tool was created on Survey Monkey and sent out via social media and email to capture the impact of the media. Roughly 70 percent of respondents were ages 16-25 and about 80% of those surveyed had seen Drive Safe 4 Life messaging. 32% of those surveyed saw the campaign on Facebook, 34% on Instagram, 16% on both Facebook and Instagram and 18% other including seeing a poster in schools, learning of the campaign at Washington County Fair or being sent a link by a friend. 81% of respondents reported seeing messaging regarding prom, 60% graduation, 54% summer, 30% back to school and 24% message to parents. 50% of the respondents reported that they would change their behaviors following seeing messaging from this campaign. Of these respondents, 27% absolved not to drive under the influence of any substance.</p>

3.10 Planning and Administration

Problem Statement

The RIDOT Office on Highway Safety serves as the primary agency responsible for ensuring highway safety concerns for State are identified and addressed, especially through the delivery of the Highway Safety Plan and Annual Report.

Performance Measures and Targets

Table 3.17 summarizes the planning and administration performance measures and targets identified in the 2018 HSP. The relationship between the individual projects and the planning and administration performance measures is described in **Table 3.18**.

Table 3.17 Planning and Administration Performance Measures

Performance Targets	Performance Measures
To administer a fiscally responsible, effective highway safety program that is data-driven, includes stakeholders, and addresses the State's specific safety characteristics.	<p>Conduct a Stakeholders' meeting to receive input for development of the FFY 2018 HSP.</p> <p>Deliver the FFY 2018 Annual Report by December 31, 2018.</p> <p>Deliver the Federal Fiscal Year 2019 Highway Safety Plan by July 1, 2018.</p>

Projects and Funding

The 2018 HSP identified seven planning and administration projects to address the above performance measures and make progress towards the targets. **Table 3.18** lists the projects, the relevant performance measures, the funds obligated to each project, and the project status.

Performance Results

OHS met its planning and administration performance target for FFY 2018, most importantly delivering the 2017 Annual Report and 2019 Highway Safety Plan.

Table 3.18 FFY2018 Planning and Administration Projects

Project ID	Project Title	Related Performance Measure(s)	Funding Source	Funds Obligated (FFY 2018)	Project Status
164 PA 18 00	Audit Fees	N/A (Administrative Tasks and Expenses needed to support all HSP Performance Measures).	Section 164	2200.00	Completed
402 PA 18 00			Section 402	1400.00	
M2X 18 00			Section 405B	350.00	
M3DA 18 00			Section 405C	600.00	
M5X 18 00			Section 405D	900.00	
M9X 18 00			Section 405E	100.00	
F1906 18 00			Section 405F	900.00	
FESX 18 00			Section F1906	100.00	
FHX 18 00			F1906	75.00	
402 MC 18 01	Salaries	N/A (Administrative Tasks and Expenses needed to support all HSP Performance Measures).	Section 164	200,000.00	Completed
402 OP 18 01			Section 402	500,000.00	
402 SA 18 01			Section 405B	50,000.00	
402 PS 18 01			Section 405C	170,000.00	
402 PT 18 01			Section 405D	50,000.00	
402 TR 18 01			Section 405E	100,000.00	
M2X 18 01			Section 405F	100,000.00	
M3DA 18 01			Section 405H	100,000.00	
M5IDC 18 01				100,000.00	
164AL 18 16				115,000.00	
164AL 18 01				230,000.00	
FESDDLE 18 01				100,000.00	
M9 MA 18 01				50,000.00	
FHX 18 01				25,000.00	

Project ID	Project Title	Related Performance Measure(s)	Funding Source	Funds Obligated (FFY 2018)	Project Status
402 PA 18 01	Memberships and Dues	N/A (Administrative Tasks and Expenses needed to support all HSP Performance Measures).	Section 402	8000.00	Completed
402 PA 18-02	Office Equipment	N/A (Administrative Tasks and Expenses needed to support all HSP Performance Measures).	Section 402	10,000.00	Completed
402 PA 18 03	Office Supplies	N/A (Administrative Tasks and Expenses needed to support all HSP Performance Measures).	Section 402	20,000.00	Completed
402 PA 18 05	Preparation of Highway Safety Performance Plan and Annual Report	Deliver the FFY 2015 Annual Report by December 31, 2015. Deliver the Federal Fiscal Year 2017 Highway Safety Plan by July 1, 2016.	Section 402	60,000.00	Completed
402 PA 18 06	Travel and Training	N/A (Administrative Tasks and Expenses needed to support all HSP Performance Measures).	Section 402	30,000.00	Completed

Project Descriptions

The following are descriptions of the Planning and Administration projects, including the outcomes of the projects over the 2018 fiscal year.

Project Number/Title	Project Description
Project Number: 402PA 18 03 Project Title: Office Supplies	This project will allow OHS the purchase of office supplies and equipment necessary to support programming of all NHTSA projects, including phone, postage, computer equipment, and miscellaneous. Performance: Office supply and equipment needs for FFY 2018 were met.
Project Number: 402PA 18 01 Project Title: Memberships and Dues	This project will allow OHS cover the payment of the Governor’s Highway Safety Association Membership as well as other dues to professional organizations related to our Highway Safety Programs, like National Association of State Motorcycle Safety Administrators dues, Child Passenger Safety Technicians Licenses. Performance: The OHS supported their annual GHSA membership, a membership to the Rhode Island Police Chiefs’ Association, a membership to the National Association of State Motorcycle Safety Administrators, and Child Passenger Safety Technicians licenses.
Project Number: 402PA 18 06 Project Title: Travel and Training	Funding to support in-state and out-of-state travel for OHS employees to attend highway safety conferences and training sessions. Performance: Highway safety staff attended TSI communication training as well as a TSI Ped/Bike training.
Project Number: 402PA 18 05 Project Title: Preparation of Highway Safety Performance Plan and Annual Program Evaluation Report	RIDOT OHS will contract for the development and production of the Highway Safety Performance Plan and the Annual Program Evaluation Reports required by NHTSA. Performance: Both plan and report were created internally and supported by VHB as OHS’ paid consultant.

Project Number/Title	Project Description
<p>Project Number: 402 TR 18 01/ M5 IDC 18 01 / 402 MC 18 01/ M2 X 18 01 / 402 PS 18 01/ 402 PT 18 01 / M3 DA 18 01/ 402 OP 18 01 / 164 AL 18 16 / 402 SA 18 01 / FESDDLE 18 01 / M9 MA 18 01 / FHX 18 01 / 164 AL 18 01</p> <p>Project Title: Salaries (Distracted Driving, Impaired Driving, Motorcycle, Occupant Protection, Speed, Traffic Records, Pedestrian/Bicycle)</p>	<p>Fees charged to NHTSA accounts for FARS Analyst, four Program Coordinators, Administrative Assistant, and Financial Accounting and Reporting, as well as, interns/co-op students. The Rhode Island Department of Transportation also receives 405 program funds to cover a portion of the FARS Analyst salary. We do not track these funds in GTS, which is why we do not have a project number for it.</p>
<p>Project Number: 164 PA 18 00 / 402 PA 18 00 / M2 X 18 00; M3 DA 18 00 / M5 X 18 00; M9 X 18 00 / F 1906 18 00 / FESX 18 00 / FHX 18 00</p> <p>Project Title: Audit Fees</p>	<p>Fees charged by the State of Rhode Island based on cash receipts from NHTSA.</p>
<p>Project Number: 402PA 18 02</p> <p>Project Title: Office Equipment</p>	<p>This project will fund OHS office copier/fax machine lease and maintenance.</p>

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4

State Attitudes Survey Report

4.1 Rhode Island Click it or Ticket Campaign 2018 – DMV Awareness Survey Results

The purpose of this report is to share with the Rhode Island Department of Transportation's Office on Highway Safety (OHS) results for Wave 1 (pre) and Wave 2 (post) of the DMV survey effort which surrounded the 2018 Click It or Ticket Initiative. A one-page questionnaire was distributed in DMV offices and was designed to assess respondents' knowledge and awareness of the paid media and enforcement campaign that took place from May 21 - June 3, 2018. The participation of the DMV offices was essential in our analysis of the campaign and we would like to extend our thanks and gratitude to each office for their efforts. Three RI offices were visited: Cranston, Woonsocket and Middletown. The first wave of DMV surveys was conducted directly before any enforcement/media began (May 5- May 11, 2018) and the second wave was collected directly after (June 5-11, 2018).

Detailed analysis of the two survey waves is provided in the following pages. A snapshot of the results is provided below. None of the results were significant.

- › Self-reported belt use decreased slightly from Wave 1 to Wave 2. Eighty-five percent (85%) of respondents reported "Always" wearing their seatbelt in Wave 1 decreasing to 84.4 percent in Wave 2.
- › The percentage of respondents indicating that the chance of getting a ticket was "Always" or "Nearly Always" increased in Wave 2 from Wave 1: 39.7% in Wave 1 and 38.2% in Wave 2.
- › The percentage of respondents indicated State police enforced the seat belt law "Very Strictly" was similar for both Waves (30.7% in Wave 1 and 30.8% in Wave 2; whereas, Local police showed some increment from Wave 1 to Wave 2 (from 27.5% in Wave 1 to 28.5% in Wave 2.
- › Awareness of the safe driving messages showed some increment from Wave 1 to Wave 2. The number of respondents that reported having "seen or heard anything" about extra belt enforcement increased from 40.4% to 40.8%, respectively.

When asked where the safe driving message was heard, the most common answers were: TV, radio, electronic message signs and billboards. Recognition of the "Click It or Ticket" campaign slogan was strong during both Waves (82.8% in Wave 1 and 89.7% in Wave 2). The tables that follow summarize respondent characteristics as well as survey question results across the two waves.

Basic Information and Demographics

Approximately 150 surveys were collected in each office for each wave (**Table 4.1**). There was a total of 909 survey respondents, 452 pre-campaign and 457 post-campaign.

Table 4.1 DMV Office Location and Number of Completed Surveys, by Wave

Office Location	Wave 1	Wave 2
Cranston	151	151
Woonsocket	153	154
Middletown	148	152

Table 4.2 summarizes the demographic characteristics of the survey respondents. During Wave 1, more than half of respondents (51.9%) were male. While in Wave 2, more than half of the respondents (51.9%) were female. During both waves, the two most common reported age categories for respondents were 21-34-year-old respondents (32.2% in Wave 1 and 35.5% in Wave 2). The majority of respondents were White for both waves (72.5% in Wave 1 and 68.3% in Wave 2). A similar percent of respondents was Hispanic (17.4% in Wave 1, 68.3% in Wave 2).

Table 4.2 Demographic Characteristics of Survey Respondents

Characteristic	Wave 1	Wave 2
Gender		
Male	51.7%	48.1%
Female	48.3%	51.9%
Total (N)	100% (N=443)	100% (N=453)
Age		
Under 18	4.2%	4.8%
18-20	8.6%	7.2%
21-34	32.2%	35.5%
35-49	23.5%	22.6%
50-59	16.6%	16.0%
60+	14.9%	13.8%
Total (N)	100% (N=451)	100% (N=456)
Race		
White	72.5%	68.3%
Black	8.9%	8.6%
Asian	5.0%	6.1%
Am. Indian/Alaskan Native	0.7%	1.4%
Native Hawaiian/Pac. Isl.	0.0%	0.7%
Other	12.8%	15.0%
Total (N)	100% (N=454)	100% (N=446)
Hispanic		
Yes	17.4%	20.5%
No	82.6%	79.5%
Total (N)	100% (N=436)	100% (N=438)

Tables 4.3 through 4.11 summarize the findings for Wave 1 and Wave 2 by question. Questions were grouped together with others based on subject similarity.

Belt Use, Belt Use Change & Belt Ticketing Perceptions

Differences in responses on belt use and ticketing questions from Wave 1 to Wave 2 were slight but not significant. The percentage of Respondents that reported “Always” or “Nearly Always” wearing their seat belts was 85.0 percent in Wave 1 compared to 84.4 percent in Wave 2. Respondents were also asked to report belt use now compared to the last couple of years. Though not significant, more respondents in Wave 2 than Wave 1 reporting using their belts “much more often” or “more often” (36.1% vs 32.4% respectively). See **Table 4.3** for response-level results for these questions.

Table 4.3 Self-Reported Belt Use and Belt Use Change, Questions 8 and 9

Question	Wave 1	Wave 2
Q8. How often do you use seat belts when you drive/ride in a car, van, SUV or pick up?		
Always	85%	84.4%
Nearly Always	7.4%	9.3%
Sometimes	4.5%	4.2%
Seldom	2.0%	1.3%
Never	1.1%	0.1%
Total (N)	100% (N=447)	100% (N=454)
Q9. Compared to the last couple of years, would you say that you NOW wear your seat belt:		
Much Less Often	3.4%	2.0%
Less Often	0.9%	.9%
About the Same	63.2%	61.0%
More Often	10.0%	11.8%
Much More Often	22.4%	24.3%
Total (N)	100% (N=438)	100% (N=449)

Perceptions about the chances of getting a ticket while not wearing a seat belt changed slightly (not significantly) from pre to post. More respondents reported that the chances of getting a ticket while not belted was “always” or “nearly always” at Wave 2 (39.7%) compared to Wave 1 (38.2%). **Table 4.4** shows response-level results.

Table 4.4 Chance of Belt Ticketing, Question 10

Question	Wave 1	Wave 2
Q10. What do you think the chances are of getting a ticket if you don't wear your seat belt?		
Always	21.8%	23.9%
Nearly Always	16.4%	15.8%
Sometimes	36.1%	35.7%
Seldom	14.0%	13.6%
Never	9.7%	10.6%
Total (N)	N=444	N=437

Experience with Enforcement

Participants were asked whether or not police should be able to stop a vehicle solely for a seat belt violation (**Table 4.5**). There was a moderate (but not significant) increase in "yes" responses from Wave 1 (66.0%) to Wave 2 (70.3%).

Table 4.5 Belt Policing, Question 17

Question	Wave 1	Wave 2
Q17. Should the police be able to stop a vehicle for a seat belt violation alone?		
Yes	66.0%	70.3%
No	34.0%	29.7%
Total (N)	100% (N=432)	100% (N=444)

More than a third (30.7%) of Wave 1 respondents judged that State police enforced seat belt laws "Very Strictly" compared to a slightly smaller percentage of respondents (30.8%) in Wave 2. When asked about severity of enforcement by Local police respondent perceptions of enforcement were similar: 27.5 percent of Wave 1 respondents selected "Very Strictly", compared to 28.5 percent in Wave 2. Response-level results are reported in **Table 4.6**.

Table 4.6 Belt Enforcement Beliefs, Questions 12 & 13

Question	Wave 1	Wave 2
Q12. Do you think the Rhode Island State Police enforce the seat belt law:		
Very strictly	30.7%	30.8%
Somewhat Strictly	45.6%	48.4%
Not Very Strictly	17.2%	20.1%
Rarely	4.0%	5.0%
Not at All	2.65%	2.3%
Total (N)	100% (N=430)	100% (N=438)

Question	Wave 1	Wave 2
Q13. Do you think the local police enforce the seat belt law:		
Very strictly	27.5%	28.5%
Somewhat Strictly	47.9%	43.5%
Not Very Strictly	16.9%	20.1%
Rarely	5.2%	5.3%
Not at All	2.6%	2.5%
Total (N)	100% (N=426)	100% (N=438)

DMV survey responses indicated that respondents had some personal experience with enforcement (**Table 4.7**). More respondents reported personal experience of seat belt enforcement in the past month for Wave 2 (13.2%) compared to Wave 1 (10.9%). More respondents reported receiving a belt ticket at some point. For Wave 1 compared to Wave 2 (14.6% and 12.1% respectively).

Table 4.7 Belt Ticketing, Questions 14 & 15

Question	Wave 1	Wave 2
Q14. In the past month, have you personally experienced enforcement by police looking at seat belt use?		
Yes	10.9%	13.2%
No	89.1%	86.8%
Total (N)	100% (N=433)	100% (N=448)
Q15. Have you ever received a ticket for not wearing your seat belt?		
Yes	14.5%	12.1%
No	85.4%	87.9%
Total (N)	100% (N=439)	100% (N=447)

Awareness of Seat Belt Message, Slogan Recognition and Ticket Amount

DMV survey responses showed a nonsignificant increase in public awareness of seat belt messages from Wave 1 to Wave 2. The percentage of respondents indicating in the past 60 days that they've "seen or heard about extra enforcement where police were looking at seat belt use" (**Table 4.8**) was 40.4 percent in Wave 1, increasing to 40.8 percent in Wave 2. Respondents who had seen or heard about extra enforcement were then asked about the source and the nature of the message. Results are summarized in **Table 4.9**. Respondents were also asked if they knew the name of any seat belt enforcement program in Rhode Island. The campaign slogan, "**Click It or Ticket**" showed strong recognition in both waves with 82.8 percent of respondents in Wave 1 and 89.7 percent of respondents in Wave 2 reporting CIOT awareness.

Table 4.8 Enforcement Awareness, Question 11

Question	Wave 1	Wave 2
Q11. In the past month, have you seen or heard about extra enforcement where police were looking at seat belt use?		
Yes	40.4%	40.8
No	59.6%	59.2%
Total (N)	100% (N=445)	100% (N=453)

Table 4.9 Enforcement Awareness Sources and Messages

Question	Wave 1	Wave 2
Q11a. Where did you see or hear about it?		
Newspaper	9.4%	12.0%
Radio	33.9%	37.0%
Internet	15.6%	17.9%
TV**	32.8%	44.0%
Poster	7.2%	9.8%
Billboard	26.1%	26.1%
Police Patrol	16.7%	12.5%
Electronic Message Sign	32.8%	31.5%
Other	5.0%	7.1%
**=statistically significant at p<.05		
Q11b. What did it say?		
Click It or Ticket**	82.2%	89.7%
Drive Sober, Get Pulled Over	30.1%	28.1%
Buckle Up, No Excuses!	20.5%	14.0%
Survive Your Drive	5.4%	3.2%
Other	2.1%	1.4%

****=statistically significant at p<.05**

Respondents were asked about the amount of the fine for violating the seat belt law in Rhode Island. The most commonly reported fine amount was incorrectly guessed at \$66-\$85 by most respondents (36.4% of Wave 1 respondents, 26.8% of Wave 2 respondents). The correct fine amount (\$35 to \$50) was identified by the next highest percentage of respondents for Waves 1 and 2 (19.8% and 22.4% respectively).

Table 4.10 Awareness of Ticket Amount, Question 16

Question	Wave 1	Wave 2
Q16. What is the fine for violating the seat belt law in Rhode Island?		
Less than \$35	6.5%	4.7%
\$35-\$50	19.8%	22.4%
\$51-\$65	7.9%	13.2%
\$66-\$85	36.4%	26.8%
\$86-\$115	20.9%	22.4%
Over \$115	8.5%	10.5%
Total (N)	100% (N=354)	100% (N=380)

Hand-held Cell Phone Use and Texting While Driving

The percentage of Respondents that reported "Always" or "Nearly Always" talking on a hand-held cellular phone while driving was higher in Wave 2 (8.7 % compared to 6.9 % in Wave 1). Respondents were also asked "how often do you send text messages or emails on a hand-held cellular phone when you drive?" The percent of respondents answering "never" increased from pre to post (61.4% and 64.5% respectively).

Table 4.11 Cell Phone Use While Driving, Survey Questions 18 & 19

Question	Wave 1	Wave 2
Q18. How often do you talk on a hand-held cellular phone when you drive?		
Always	2.5%	3.8%
Nearly Always	4.4%	4.9%
Sometimes	16.6%	14.7%
Seldom	37.1%	45.2%
Never	37.1%	45.2%
Total (N)	100% (N=449)	100% (N=445)
Q19. How often do you send text messages or emails on a hand-held cellular phone when you drive?		
Always	0.7%	1.8%
Nearly Always	1.8%	1.8
Sometimes	16.6%	14.7%
Seldom	19.4%	17.2%
Never	61.4%	64.5%
Total (N)	100% (N=449)	100% (N=448)

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5

Evidence-Based Enforcement Program

The Rhode Island Office on Highway Safety working with internal policies and procedures under the watchful eye of the Chief of the Highway Safety and the Program Managers, must ensure the sub-grantees adopt similar documentation, as well as continue to monitor Evidence-Based Enforcement practices thus ensuring geo-mapping and hot spot-based enforcement is followed.

During FFY 2018, sub-grantees were once again required to develop applications based on individual community problem identification in the emphasis areas where funding is sought. Noting that the key to effective and successful enforcement programs is based on analyzing available state and local data, agencies must seek reliable data sources. By utilizing reliable data, departments will be able to participate in the most cost-effective means to deploy officers in an effort to reduce incidents of crashes, which result in injury or extensive property damage. Sub-grantees in addition to identifying situations needing extra enforcement funding, were also tasked to develop a plan spanning an entire grant year, whereby drawing down from grant funds monthly. When the individual departments plan (s) are submitted, the agencies requested funds must also have a statement of desired outcomes which they said could support their efforts. Agencies are then required to project what the intended outcomes of the funding and enforcement will accomplish. Finally, sub-grantees must add an element of measurement to their grant, stating what the additional enforcement and funding will mean for the agency and community utilizing proven countermeasures. As with all sub-grantees, the Office on Highway Safety must ensure that funds are utilized efficiently and effectively supporting the goals as stated in the Highway Safety Plan.

The Office on Highway Safety Program Managers continually monitor and meet with sub-grantees in person, electronically and by telephone thus ensuring agencies are following the internal and external policies and procedures spelled out in grant guidelines.

At the beginning of Sub-grantees fiscal year, the Office on Highway Safety requires agencies follow three (3) components:

1. Collection, analysis and promulgation of specific data related to the Office on Highway Safety priority of who is crashing, where they are crashing, when they are crashing and how they are crashing
2. Allocation of funding for enforcement based on problem identification and implement effective and efficient strategies and countermeasures

3. Data Driving Approach to funding law enforcement activities with continued monitoring with the evaluation potential success with continued funding.

Municipalities enforced the Impaired Driving (utilizing officers trained in Standardized Field Sobriety Testing (SFST) skills, Advanced roadside Impaired Driving Enforcement (ARIDE) training and Drug Recognition Expert (DRE) training), Occupant Protection, Speed Limits, Aggressive Driving, Pedestrian/Bicycle Safety and Distracted Driving Laws during the Federal Fiscal Year of 2018.

During the FFY 2018 period, 38 cities and towns Municipal Police Officers, along with the Rhode Island State Police, participated in the Office on Highway Safety enforcement grant program in the emphasis areas of Impaired Driving, Occupant Protection, Pedestrian/Bicycle Safety, Distracted Driving and Speed reduction. The participating agencies followed the local, state and federal guidelines for accepting and spending grant money.

The majorities of the agencies participated in the NHTSA National mobilizations for Drive Sober or Get Pulled Over, Obey the Sign or Pay the Fine, Click-It-or-Ticket and Drive Now/Text Later as well as local and state High Visibility Enforcement mobilizations. Rhode Island's law enforcement agencies in FFY 2018 continued participation in enforcement utilizing the accepted practices of the High Visibility Enforcement – Sustained Enforcement – Place Based Enforcement and Problem-Solving Enforcement models.

Drive Sober or Get Pulled Over: During FFY 2018, Rhode Island became one of the first states to use the new NHTSA tagline; "If you feel different you drive different – Drive High – Get a DUI". For another fiscal year, Rhode Island's impaired driving injuries and fatalities rank higher than the national average in spite of the ongoing efforts of enforcement, education and engineering. Rhode Island fatalities numbers show 41% being alcohol related. The majority of the law enforcement agencies deployed officers and continue deploying officers monthly, during special events and during the national mobilizations during Thanksgiving (Black Out Wednesday), Christmas and New Years, Super Bowl, St Patrick's Day, Cinco De Mayo, Memorial Day, 4th of July and Labor Day. The thirty-nine (39) cities and towns Municipal Police Officers, along with Rhode Island State Police worked solo patrols, border to border, joint jurisdiction patrols and continued with the successful North and South Impaired Driving Task Forces. With seventy (70) Drug Recognition Experts working within the 38 cities and towns, including the Rhode Island State Police, coupled with the SFST certified practitioners Rhode Island's roadways were patrolled utilizing the Data Driven Approach to Crime and Traffic Safety (DDACTS) model. The 2500 officers in Rhode Island take impaired driving seriously and continue to work toward zero fatalities and zero tolerance for impaired drivers.

Click-It-or-Ticket and Occupant Protection: Rhode Island's occupant protection statewide rate inched closer to 90% in FFY 2018. With the continued education and enforcement, Rhode Island number is still over 50%, a lesser number eludes our best efforts. Our unbelted injuries continue to remain as high as previous years. As with Impaired Driving Enforcement, most of the Rhode Islands' law enforcement agencies deployed officers during the five (5) weeks of enforcement; November, March, May and September. As in previous years, Rhode Island's law enforcement agencies participated in the border to border national campaign to kick-off the national mobilization. The law enforcement agencies continued setting up safety seat inspections stations throughout the year in an effort to education, protect and install child safety seats. Utilizing information obtained during the Law Enforcement Forums, departments continued adding additional enforcement days to their monthly enforcement efforts.

Speed Enforcement: Rhode Island's speed related fatalities and injuries recorded higher numbers and a higher percentage of speed related fatalities. Every police agency in Rhode Island participate in year-round enforcement efforts with a great majority of the law enforcement agencies deploying officers on a weekly, monthly, and during the high profile national Obey the Sign or Pay the Fine mobilization. The speed enforcement funding is the most popular of the five (5) emphasis area programs conducted by law enforcement with the least amount of money being returned yearly.

State Agencies (Rhode Island Municipal Police Training Academy). The Law Enforcement Highway Safety Training Coordinator (LEHSTC) / Grant Manger oversees most of the police agencies activities during the fiscal year. In addition to monitoring grant funds, the LEL is also the statewide coordinator for the Drug Recognition Expert (DRE), which includes the Advanced Roadside Impaired Driving Enforcement (ARIDE) program as well. The LEL is also the Statewide Standardized Field Sobriety Testing (SFST) Coordinator working closely with the Department of Health. The Law Enforcement Liaison is involved in all aspects of the 39 cities / towns and State Police's planning, reporting, monitoring, funding, and participation in yearly enforcement campaigns. As the States DRE, ARIDE and SFST Coordinator, the LEL is responsible for all aspects of monitoring, training, deployment, reporting, record keeping, travel, etc. of all three (3) programs. The LEL is also responsible for all aspects of the on-line ARIDE, which includes ensuring candidates are SFST proficient as well as following the NHTSA and IACP protocols. In FFY 2018 Rhode Island trained twelve (12) new DRE's and recertified the additional fifty-four (54) remaining DRE's. The LEL working with the Department of Health maintains the certification and recertification records for all the states 1,500 SFST certified officers. Each officer is recertified with a four (4) hour update yearly. In FFY 2018, Rhode Island also trained thirty (31) officers in ARIDE.

**State Agencies (University of Rhode Island Police Department)
Impaired Driving, Seat Belt Law, and Speed Enforcement Patrols**

(Including Drug Recognition Expert). The University of Rhode Island Police Department is a sub-grantee with the Office on Highway Safety but due to lack of officers within the ranks their participation has been very limited during the fiscal year. Although the University Police are not able to deploy officers during the state and national campaigns as often as projected, they continue to train their on-duty officers in all aspects of the emphasis areas and participate with enforcement on regular duty. Another aspect to low enforcement is directly related to a high turnover rate of University Police. As soon as they train their officers in specialized traffic enforcement, those individuals relocate to other law enforcement agencies in and out of Rhode Island.

State Agencies (Rhode Island State Police) participated in the enforcement efforts of the Impaired Driving, Seat Belt Law, Distracted Driving, Aggressive driving and Speed Enforcement Patrols (Including Drug Recognition Expert). The Rhode Island State Police continued as one of the most proactive and productive law enforcement agencies outdistancing all agencies in motor vehicle violations and traffic stops. In addition, the State Police participated in all the emphasis area national campaigns. Nineteen (19) members of the Rhode Island State Police are certified as Drug Recognition Experts with two (2) troopers certified as Drug Recognition Expert instructors.

Municipalities Impaired Driving Breath Alcohol Testing Mobile (BAT). The Providence Police Department is the law enforcement agency responsible for the deployment and record keeping for all enforcement and educational events while deploying the Breath Alcohol Testing Vehicle (BAT). During FFY 2018 the BAT Vehicle was deployed to thirty-four (34) locations throughout the state. Eighteen (18) deployments were for enforcement, eleven (11) for educational purposes and five (5) for training. The enforcement deployments resulted in five (5) individuals refusing to submit to a chemical test. The BAT was deployed for a total of four hundred and six hours (406).

Ignition Interlock Training Program: In FFY 2018, Rhode Island conducted its first Ignition Interlock training. Representatives from twenty-two (22) cities and towns attended the training which was sponsored by the Rhode Island Municipal Police Training Academy (RIMPTA). This unique training opportunity combined instructors from; the Rhode Island Traffic Tribunal, the Interlock Companies, and the Attorney General's Office, each bringing a different perspective to the classroom. Rhode Island also launched and encouraged officers in the state to sign up for the NHTSA / TSI on-line Ignition Interlock training.

Pedestrian/Bicycle Enforcement Patrols. In FFY 2018, the Office on Highway Safety developed a Pedestrian / Bicycle Safety Enforcement Program. During FFY 2018, and utilizing the available resources from NHTSA, coupled with in-house training, Rhode Island's Pedestrian

Enforcement programs expanded. The training program included an enforcement decoy pedestrian program along with a media component. During FFY 2018, the Office on Highway Safety working with the Rhode Island Municipal Police Training Academy conducted two (2) classroom training sessions. As a result of the trainings, four (4) police agencies conducted enforcement campaigns; Westerly, Warwick, Providence and Central Falls with additional police departments planning enforcement in the next fiscal year. Because of the two trainings, several police departments attended and developed an interest for the program and submitted applications for grant money to continue sustained enforcement. Each of the four (4) departments who participated in the enforcement portion also produced positive earned media coverage as well.

Distracted Driving Training: During FFY 2018, Rhode Island conducted two (2) Distracted Driving Education and Enforcement trainings. A total of sixty-two (62) officers received the training. The Office on Highway Safety partnered with the Rhode Island Municipal Police Training Academy to host the trainings. The training was developed utilizing the NHTSA guidelines and best practices from law enforcement agencies and highway safety offices

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6

Paid Media

6.1 Paid Media to Support High-Visibility Traffic Enforcement

To support enforcement efforts on alcohol impaired driving and occupant protection and speeding, in the diverse communities of Rhode Island, OHS placed culturally relevant and linguistically appropriate advertising in a variety of general market and multicultural/multiethnic media outlets.

Alcohol-Impaired Driving Enforcement Campaign (October 2017 thru September 2018) – The Ripple Effect

With the goal of reducing the number of impaired driving related deaths, the RI DOT launched The Ripple Effect campaign, which began in October 2017 and ran throughout FFY189 focused on key holiday time periods. The media objective was to create awareness and drive website traffic among Men 25-54 in the State of Rhode Island; secondarily among adults aged 21 or older.

Table 6.1 Details of Media Buy for Alcohol-Impaired Driving Enforcement Campaign

Media	Exposure	Spots	Bonus Spots	Net Cost
TV	2,630 GRPs	4,527	964	\$590,089
Hulu	976,505 impressions	n/a	n/a	\$40,000
Radio	2,643 GRPs	3,886	894	\$185,827
Pandora	1,590,221 impressions	n/a	n/a	\$24,000
Outdoor Bulletins	17,321,720 impressions	n/a	n/a	\$59,900
Transit Bus Sides	25,720,000	n/a	n/a	\$31,560
Movie Theaters	881,317	n/a	n/a	\$26,839
Paid Social	8,045,857	n/a	n/a	\$58,500
Digital Banners/Pre-Roll Video	5,718,507	n/a	n/a	\$83,756
Total				\$1,100,471

April 2018 Pawtucket Red Sox

The primary target audience for this campaign was men between the age of 18 and 34 years old.

Table 6.2 Details of Media Buy for Pawtucket Red Sox

Media	Exposure	Spots	Bonus Spots	Net Cost
OOH	10'x30' Upper-level Outfield billboard, "Own an Inning" logo placement on RF Outfield video board, Banner placement in Main Entry Tower Lobby. Two messages on the Outfield Message Billboard during each of the 71 home games, Full-page ad in PawSox game program, one :30 spot to be played on the RF video board in the pregame at each of the 71 home games, PA Announcement at conclusion of each home game to "Buckle Up" when driving home (includes logo placement on RF video board)	N/A	N/A	\$25,000.00
Total				\$25,000.00

July/August 2018 Speeding Prevention Campaign

The primary target audience for this campaign was men between the ages of 18 to 34 years old.

Table 6.3 Details of Media Buy for Speeding Prevention Campaign

Media	Exposure	Spots	Net Cost
Cable TV	155 GRPs	2,965	\$18,670.25
Radio	267 GRPs	452	\$23,047.75
Outdoor Billboard	4,270,140 IMP	n/a	\$20,700.00
Spotify	329,203 IMP	n/a	\$5,475.00
YouTube	879,253 Views	n/a	\$12,491.46
Programmatic Video	909,047 Views	n/a	\$12,800.00
Total			\$93,184.46

September 2018 Distracted Driving Campaign

The primary target audience for this campaign was adults between 25 to 54 years old, with the secondary target being adults 16 to 24.

Table 6.4 Details of Media Buy for Distracted Driving Campaign

Media	Exposure	Spots	Net Cost
Cable TV	217 GRPs (A25-54)	4,066	\$45,174.04
	34 GRPs (A18-24)	1,480	
Broadcast TV	313 GRPs (A25-54)	313	\$110,695.50
	155 GRPs (A18-24)	40	
YouTube	1,173,933 views	n/a	\$19,997.87
CTV/OTT	580,499 views	n/a	\$19,998.38
Local Newspaper (May Hands-Free)	332,723 IMP	n/a	\$12,303.00
Total			\$208,168.79

September 2018 Child Passenger Safety Campaign

The primary target audience for this campaign was parents between the ages of 21 to 54 years old.

Table 6.5 Details of Media Buy for Distracted Driving Campaign

Media	Exposure	Spots	Net Cost
Radio	106 GRPs	164	\$8,014.00
Social Video (Facebook/Instagram)	34,197 views	n/a	\$6,374.28
Programmatic Video	307,159 views	n/a	\$5,595.81
Programmatic Display	288,353 IMPs	n/a	\$3,251.60
Total			\$23,235.69

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7

Financial Summary

The Highway Safety Program Cost Summary table for federal fiscal year 2018 follows in Table 7.1.

Table 7.1 Highway Safety Program Cost Summary

	Funding Source	Description	Total	Expenditures	Balance
NHTSA 402					
Occupant Protection					
	OP-2018-18-04-00	Municipalities Seat Belt Law Enforcement	\$96,564.61	\$96,564.61	\$.00
	Occupant Protection Total		\$96,564.61	\$96,564.61	\$.00
Police Traffic Services					
	PT-2018-18-04-00	Municipalities Speed Enforcement	\$180,564.60	\$180,564.60	\$.00
	Police Traffic Services Total		\$180,564.60	\$180,564.60	\$.00
	NHTSA 402 Total		\$277,129.21	\$277,129.21	\$.00
164 Transfer Funds					
	164PA-2018-18-00-00	Audit Fees	\$2,200.00	\$959.60	\$1,240.40
	164PA-2018-18-01-00	Travel/Training	\$45,000.00	\$.00	\$45,000.00
	164 Planning and Administration Total		\$47,200.00	\$959.60	\$46,240.40
164 Alcohol					
	164AL-2018-18-01-00	Salaries (Impaired Driving)	\$209,500.00	\$208,936.91	\$563.09
	164AL-2018-18-02-00	State Agencies (RISP) RI Impaired Drivin	\$113,390.00	\$76,139.21	\$37,250.79
	164AL-2018-18-03-00	State Agencies (RIMPA) Law Enforcement H	\$15,000.00	\$14,999.71	\$.29
	164AL-2018-18-04-00	RI Police Chiefs Association - Safety Pa	\$85,761.06	\$44,000.73	\$41,760.33
	164AL-2018-18-05-00	Alcohol Survey	\$20,050.00	\$19,102.32	\$947.68
	164AL-2018-18-06-00	Alcohol Program Resources	\$41,500.00	\$.00	\$41,500.00
	164AL-2018-18-07-00	Youth Educator and Influencer Program (M	\$39,150.00	\$.00	\$39,150.00
	164AL-2018-18-08-00	Nobidade TV Alcohol Education	\$25,300.00	\$25,300.00	\$.00
	164AL-2018-18-10-00	Municipalities Impaired Driving Law Enfo	\$90,000.00	\$6,164.36	\$83,835.64
	164AL-2018-18-11-00	State Agencies (HEALTH) Alcohol Toxicolo	\$201,794.00	\$125,899.70	\$75,894.30
	164AL-2018-18-12-00	Leadership CommitteStatue/Outreach	\$20,000.00	\$.00	\$20,000.00
	164AL-2018-18-13-00	Municipalities Surveys	\$10,000.00	\$.00	\$10,000.00
	164AL-2018-18-14-00	Training/Education/Wet Labs	\$100,000.00	\$175.00	\$99,825.00
	164AL-2018-18-15-00	Criminal Justice Training	\$80,000.00	\$.00	\$80,000.00
	164AL-2018-18-16-00	Salaries (Impaired Driving)	\$500,000.00	\$.00	\$500,000.00
	164AL-2018-18-17-00	State Agencies (RISP) Crash Reconstructi	\$8,433.60	\$8,433.60	\$.00
	164AL-2018-18-18-00	RMS SYSTEM IMPLEMENTATION STATEWIDE	\$2,814,280.21	\$.00	\$2,814,280.21
	164 Alcohol Total		\$4,374,158.87	\$529,151.54	\$3,845,007.33
164 Paid Media					
	164PM-2018-18-01-00	Paid Media (AL)	\$300,000.00	\$27,300.00	\$272,700.00
	164PM-2018-18-02-00	Creative Media (AL)	\$90,000.00	\$3,680.00	\$86,320.00
	164PM-2018-18-03-00	Creative Media (AL) - Collateral	\$120,000.00	\$.00	\$120,000.00
	164PM-2018-18-04-00	Paid Media (AL)	\$1,160,000.00	\$1,149,735.75	\$10,264.25
	164PM-2018-18-05-00	Creative Media (AL)	\$500,000.00	\$409,356.57	\$90,643.43
	164 Paid Media Total		\$2,170,000.00	\$1,590,072.32	\$579,927.68
	164 Transfer Funds Total		\$6,591,358.87	\$2,120,183.46	\$4,471,175.41
MAP 21 405c Data Program					
	M3DA-2018-18-04-00	RI Police Chiefs Association Statewide R	\$200,000.00	\$40,317.99	\$159,682.01
	M3DA-2018-18-05-00	Trauma Registry	\$187,559.18	\$.00	\$187,559.18
	405c Data Program Total		\$387,559.18	\$40,317.99	\$347,241.19
	MAP 21 405c Data Program Total		\$387,559.18	\$40,317.99	\$347,241.19
MAP 21 405d Impaired Driving Mid					
	M5HVE-2018-18-04-00	Municipalities Impaired Driving Law Enfo	\$233,470.70	\$181,053.12	\$52,417.58
	405d Mid HVE Total		\$233,470.70	\$181,053.12	\$52,417.58
	MAP 21 405d Impaired Driving Mid Total		\$233,470.70	\$181,053.12	\$52,417.58
MAP 21 405f Motorcycle Programs					
	M9MA-2018-18-02-00	Paid Media (MC) Awareness Campaign (May)	\$29,293.15	\$28,585.11	\$708.04
	405f Motorcyclist Awareness Total		\$29,293.15	\$28,585.11	\$708.04
405f Motorcycle Programs					
	MAP 21 405f Motorcycle Programs Total		\$29,293.15	\$28,585.11	\$708.04
FAST Act NHTSA 402					
	PA-2018-18-00-00	Audit Fees	\$1,400.00	\$889.00	\$511.00

	Funding Source	Description	Total	Expenditures	Balance
	PA-2018-18-01-00	Memberships and Dues	\$8,000.00	\$4,521.00	\$3,479.00
	PA-2018-18-02-00	Office Equipment	\$10,000.00	\$5,151.51	\$4,848.49
	PA-2018-18-03-00	Office Supplies	\$20,000.00	\$2,344.10	\$17,655.90
	PA-2018-18-05-00	Preparation of Highway Safety Performanc	\$68,000.00	\$67,826.07	\$173.93
	PA-2018-18-06-00	Travel and Training	\$22,000.00	\$17,453.02	\$4,546.98
	PA-2018-18-07-00	BIKE PURCHASES	\$4,000.00	\$2,552.24	\$1,447.76
	Planning and Administration Total		\$133,400.00	\$100,736.94	\$32,663.06
Motorcycle Safety					
	MC-2018-18-01-00	Salaries (Motorcycle)	\$50,000.00	\$0.00	\$50,000.00
	MC-2018-18-02-00	Motorcycle Public Education Awareness an	\$30,000.00	\$0.00	\$30,000.00
	Motorcycle Safety Total		\$80,000.00	\$0.00	\$80,000.00
Occupant Protection					
	OP-2018-18-01-00	Salaries (OP)	\$170,000.00	\$166,585.81	\$3,414.19
	OP-2018-18-02-00	State Agencies (RISP) Seat Belt Law Enfo	\$10,720.00	\$6,694.79	\$4,025.21
	OP-2018-18-03-00	State Agencies (RISP) Child Passenger Sa	\$4,000.00	\$1,853.58	\$2,146.42
	OP-2018-18-04-00	Municipalities Seat Belt Law Enforcement	\$50,000.00	\$42,395.07	\$7,604.93
	OP-2018-18-05-00	Municipalities Child Passenger Safety (C	\$90,000.00	\$59,270.80	\$30,729.20
	OP-2018-18-06-00	Buckle Up Saves Lives and Seat Belt Chal	\$25,000.00	\$0.00	\$25,000.00
	OP-2018-18-07-00	State Agencies (RISP) Rollover Simulator	\$15,000.00	\$7,476.80	\$7,523.20
	OP-2018-18-08-00	RI Hospital Child Passenger Safety in Rh	\$64,914.00	\$54,201.77	\$10,712.23
	OP-2018-18-09-00	Connecting for Children and Families Pri	\$20,515.00	\$0.00	\$20,515.00
	OP-2018-18-10-00	CIOT DMV Intercept Survey	\$11,550.00	\$11,550.00	\$0.00
	OP-2018-18-11-00	CIOT Observational Surveys	\$79,500.00	\$75,007.95	\$4,492.05
	OP-2018-18-12-00	State Agencies (RISP) Crash Reconstructi	\$7,228.80	\$7,228.80	\$0.00
	Occupant Protection Total		\$548,427.80	\$432,265.37	\$116,162.43
Pedestrian/Bicycle Safety					
	PS-2018-18-01-00	Salaries (Pedestrian/Bicycle)	\$50,000.00	\$4,616.18	\$45,383.82
	PS-2018-18-02-00	Bike Newport Road Share Education	\$165,000.00	\$113,810.37	\$51,189.63
	PS-2018-18-03-00	RI Bike Coalition - Statewide Smart Cycl	\$10,000.00	\$5,000.00	\$5,000.00
	PS-2018-18-04-00	RI Police Chiefs Association - Safety Pa	\$55,761.07	\$53,266.41	\$2,494.66
	PS-2018-18-05-00	Pedestrian/Bicycle Assessment	\$29,000.00	\$0.00	\$29,000.00
	Pedestrian/Bicycle Safety Total		\$309,761.07	\$176,692.96	\$133,068.11
Police Traffic Services					
	PT-2018-18-01-00	Salaries (Speed)	\$111,000.00	\$109,425.59	\$1,574.41
	PT-2018-18-02-00	State Agencies (RISP) Speed Enforcement/	\$115,190.00	\$97,751.70	\$17,438.30
	PT-2018-18-03-00	State Agencies (RIMPA) Law Enforcement H	\$68,565.00	\$66,777.07	\$1,787.93
	PT-2018-18-04-00	Municipalities Speed Enforcement	\$75,000.00	\$66,058.07	\$8,941.93
	PT-2018-18-05-00	State Agencies (URI) Speed Enforcement	\$1,000.00	\$378.40	\$621.60
	PT-2018-18-06-00	State Agencies (RISP) Crash Reconstructi	\$8,433.60	\$8,433.60	\$0.00
	PT-2018-18-07-00	Young Voices Keeping Young Drivers Safe	\$7,499.99	\$7,495.86	\$4.13
	Police Traffic Services Total		\$386,688.59	\$356,320.29	\$30,368.30
Traffic Records					
	TR-2018-18-01-00	Salaries (Traffic Records Research)	\$96,670.47	\$86,882.16	\$9,788.31
	TR-2018-18-02-00	RI Police Chiefs Association - Safety Pa	\$59,090.60	\$59,090.60	\$0.00
	Traffic Records Total		\$155,761.07	\$145,972.76	\$9,788.31
Driver Education					
	DE-2018-18-01-00	Driver's Education Assessment	\$40,000.00	\$0.00	\$40,000.00
	Driver Education Total		\$40,000.00	\$0.00	\$40,000.00
Safe Communities					
	SA-2018-18-01-00	Salaries (Young Drivers)	\$100,000.00	\$0.00	\$100,000.00
	SA-2018-18-02-00	Cranston Child Opportunity Zone (COZ) Pa	\$20,500.00	\$19,507.23	\$992.77
	SA-2018-18-03-00	Young Voices Keeping Young Drivers Safe	\$9,600.00	\$9,600.00	\$0.00
	SA-2018-18-04-00	ThinkFast Interactive High School Educat	\$73,500.00	\$73,437.50	\$62.50
	SA-2018-18-05-00	Oasis International Buckle Up Before You	\$15,000.00	\$14,135.00	\$865.00
	SA-2018-18-06-00	Youth Educator and Influencer Program (M	\$35,650.00	\$0.00	\$35,650.00
	SA-2018-18-07-00	Student/Elderly Safety Education	\$60,000.00	\$37,501.00	\$22,499.00
	Safe Communities Total		\$314,250.00	\$154,180.73	\$160,069.27
Paid Advertising					
	PM-2018-18-01-00	Paid Media (OP)	\$65,000.00	\$24,397.47	\$40,602.53

	Funding Source	Description	Total	Expenditures	Balance
	PM-2018-18-02-00	Creative Media (OP)	\$100,000.00	\$0.00	\$100,000.00
	PM-2018-18-03-00	Paid Media (PT)	\$100,000.00	\$97,843.68	\$2,156.32
	PM-2018-18-04-00	Creative Media (PT)	\$150,000.00	\$0.00	\$150,000.00
	PM-2018-18-05-00	Paid Media (MC) Awareness Campaign (May)	\$65,000.00	\$46,000.00	\$19,000.00
	PM-2018-18-06-00	Creative Media (MC) Awareness Personal	\$50,000.00	\$0.00	\$50,000.00
	PM-2018-18-07-00	Paid Media (PS) Pedestrian/Bicycle Safet	\$100,000.00	\$0.00	\$100,000.00
	PM-2018-18-08-00	Creative Media (PS) Pedestrian/Bicycle S	\$50,000.00	\$0.00	\$50,000.00
	PM-2018-18-09-00	PAID MEDIA DISTRACTED DRIVING	\$548,803.74	\$205,659.08	\$343,144.66
	PM-2018-18-10-00	PAID MEDIA DISTRACTED DRIVING	\$350,000.00	\$0.00	\$350,000.00
		Paid Advertising Total	\$1,578,803.74	\$373,900.23	\$1,204,903.51
		FAST Act NHTSA 402 Total	\$3,547,092.27	\$1,740,069.28	\$1,807,022.99
FAST Act 1906 Prohibit Racial Profiling					
	F1906CMD-2018-18-00-00	Audit Fees	\$420.40	\$106.30	\$314.10
	F1906CMD-2018-18-01-00	Consultant Annual Reports/Maint.	\$703,445.61	\$288,479.28	\$414,966.33
		1906 Collecting and Maintaining Data Total	\$703,866.01	\$288,585.58	\$415,280.43
		FAST Act 1906 Prohibit Racial Profiling Total	\$703,866.01	\$288,585.58	\$415,280.43
FAST Act 405b OP Low					
	M2HVE-2018-18-01-00	State Agencies (URI) Seat Belt Law Enfor	\$1,000.00	\$567.60	\$432.40
	M2HVE-2018-18-02-00	State Agencies (RIMPA) Law Enforcement H	\$68,565.00	\$33,530.86	\$35,034.14
		405b Low HVE Total	\$69,565.00	\$34,098.46	\$35,466.54
405b Low Public Education					
	M2PE-2018-18-03-00	Paid Media(CPS)	\$115,342.10	\$0.00	\$115,342.10
		405b Low Public Education Total	\$115,342.10	\$0.00	\$115,342.10
405b OP Low					
	M2X-2018-18-00-00	Audit Fees	\$350.00	\$27.34	\$322.66
	M2X-2018-18-01-00	Salaries (Occupant Protection)	\$100,000.00	\$3,768.77	\$96,231.23
		405b OP Low Total	\$100,350.00	\$3,796.11	\$96,553.89
		FAST Act 405b OP Low Total	\$285,257.10	\$37,894.57	\$247,362.53
FAST Act 405c Data Program					
	M3DA-2018-18-00-00	Audit Fees	\$567.21	\$83.38	\$483.83
	M3DA-2018-18-01-00	Salaries (Traffic Records)	\$204,753.37	\$15,683.92	\$189,069.45
	M3DA-2018-18-03-00	Crash MMUCC Revision	\$65,000.00	\$0.00	\$65,000.00
	M3DA-2018-18-06-00	State Agencies (HEALTH) EMS	\$52,548.79	\$52,485.80	\$62.99
	M3DA-2018-18-07-00	Traffic Records Data Warehouse	\$300,000.00	\$0.00	\$300,000.00
		405c Data Program Total	\$622,869.37	\$68,253.10	\$554,616.27
		FAST Act 405c Data Program Total	\$622,869.37	\$68,253.10	\$554,616.27
FAST Act 405d Impaired Driving Mid					
	M5HVE-2018-18-01-00	State Agencies (RIMPA) Law Enforcement H	\$78,564.00	\$59,905.06	\$18,658.94
	M5HVE-2018-18-02-00	State Agencies (RISP) Impaired Driving	\$171,520.00	\$159,440.14	\$12,079.86
	M5HVE-2018-18-03-00	State Agencies (URI) Impaired Driving L	\$500.00	\$500.00	\$0.00
		405d Mid HVE Total	\$250,584.00	\$219,845.20	\$30,738.80
405d Mid Court Support					
	M5CS-2018-18-01-00	State Agencies (AG) Traffic Safety Resou	\$104,831.33	\$0.00	\$104,831.33
	M5CS-2018-18-02-00	State Agencies (HEALTH) Forensic Toxicol	\$70,000.00	\$67,896.31	\$2,103.69
		405d Mid Court Support Total	\$174,831.33	\$67,896.31	\$106,935.02
405d Mid BAC Testing/Reporting					
	M5BAC-2018-18-01-00	Municipalities Impaired Driving BAT (Bre	\$61,325.00	\$28,604.67	\$32,720.33
		405d Mid BAC Testing/Reporting Total	\$61,325.00	\$28,604.67	\$32,720.33
405d Mid Training					
	M5TR-2018-18-01-00	Coastline EAP	\$36,720.00	\$28,413.38	\$8,306.62
	M5TR-2018-18-02-00	Criminal Justice Training	\$20,000.00	\$0.00	\$20,000.00
		405d Mid Training Total	\$56,720.00	\$28,413.38	\$28,306.62
405d Mid Other Based on Problem ID					

	Funding Source	Description	Total	Expenditures	Balance
	M5OT-2018-18-01-00	SFST Training Assessment	\$40,000.00	\$.00	\$40,000.00
	405d Mid Other Based on Problem ID Total		\$40,000.00	\$.00	\$40,000.00
405d Impaired Driving Mid					
	M5X-2018-18-00-00	Audit Fees	\$900.00	\$281.92	\$618.08
	405d Impaired Driving Mid Total		\$900.00	\$281.92	\$618.08
	FAST Act 405d Impaired Driving Mid Total		\$584,360.33	\$345,041.48	\$239,318.85
FAST Act 405d Impaired Driving Low					
	FDLDC-2018-18-01-00	Salaries (Impaired Driving)	\$230,000.00	\$10,565.05	\$219,434.95
	405d Low ID Coordinator Total		\$230,000.00	\$10,565.05	\$219,434.95
405d Low Paid/Earned Media					
	FDLPEM-2018-18-01-00	PAID MEDIA DRUGGED DRIVING	\$594,611.67	\$.00	\$594,611.67
	FDLPEM-2018-18-02-00	PAID MEDIA DRUGGED DRIVING	\$300,000.00	\$.00	\$300,000.00
	405d Low Paid/Earned Media Total		\$894,611.67	\$.00	\$894,611.67
	FAST Act 405d Impaired Driving Low Total		\$1,124,611.67	\$10,565.05	\$1,114,046.62
FAST Act 405e Special Distracted Driving					
	FESPE-2018-18-01-00	Creative Media Distracted Driving	\$92,830.00	\$92,821.21	\$8.79
	FESPE-2018-18-02-00	Paid Media Distracted Driving	\$94,950.00	\$52,793.59	\$42,156.41
	FESPE-2018-18-03-00	Young Voices Keeping Young Drivers Safe	\$7,500.00	\$7,500.00	\$.00
	405e Public Education Total		\$195,280.00	\$153,114.80	\$42,165.20
405e DD Law Enforcement					
	FESDDLE-2018-18-01-00	Salaries (Distracted Driving)	\$89,506.61	\$.00	\$89,506.61
	FESDDLE-2018-18-02-00	State Agencies (RISP) Distracted Drivin	\$36,850.00	\$24,067.95	\$12,782.05
	FESDDLE-2018-18-03-00	Municipalities Distracted Driving	\$65,153.80	\$65,082.59	\$71.21
	FESDDLE-2018-18-04-00	State Agencies (RIMPA) Distracted Drivin	\$50,000.00	\$46,510.78	\$3,489.22
	FESDDLE-2018-18-05-00	Distracted Driver/Pedestrian Summit	\$40,000.00	\$14,778.46	\$25,221.54
	405e DD Law Enforcement Total		\$281,510.41	\$150,439.78	\$131,070.63
405e Distracted Driving					
	FESX-2018-18-00-00	Audit Fees	\$140.00	\$138.17	\$1.83
	405e Distracted Driving Total		\$140.00	\$138.17	\$1.83
	FAST Act 405e Special Distracted Driving Total		\$476,930.41	\$303,692.75	\$173,237.66
FAST Act 405f Motorcycle Programs					
	M9MA-2018-00-00-00	Paid Media (MC) Awareness Campaign	\$18,778.14	\$.00	\$18,778.14
	M9MA-2018-18-01-00	Salaries (MC)	\$50,000.00	\$48,715.03	\$1,284.97
	405f Motorcyclist Awareness Total		\$68,778.14	\$48,715.03	\$20,063.11
405f Motorcycle Programs					
	M9X-2018-18-00-00	Audit Fees	\$100.00	\$24.37	\$75.63
	405f Motorcycle Programs Total		\$100.00	\$24.37	\$75.63
	FAST Act 405f Motorcycle Programs Total		\$68,878.14	\$48,739.40	\$20,138.74
FAST Act 405h Nonmotorized Safety					
	FHTR-2018-18-01-00	Distracted Driver/Pedestrian Summit	\$40,000.00	\$12,628.24	\$27,371.76
	FHTR-2018-18-02-00	State Agencies (RIMPA) Ped/Bike Training	\$249,774.49	\$42,938.76	\$206,835.73
	405h Training Total		\$289,774.49	\$55,567.00	\$234,207.49
405h Law Enforcement					
	FHLE-2018-18-01-00	State Agencies (RISP) Enforcement	\$2,010.00	\$.00	\$2,010.00
	FHLE-2018-18-02-00	Municipalities Pedestrian/Bicycle Enforc	\$77,000.00	\$32,695.64	\$44,304.36
	405h Law Enforcement Total		\$79,010.00	\$32,695.64	\$46,314.36
405h Public Education					
	FHPE-2018-18-04-00	Pedestrian/ Bike Public Education-Bike P	\$50,000.00	\$.00	\$50,000.00
	405h Public Education Total		\$50,000.00	\$.00	\$50,000.00
405h Nonmotorized Safety					
	FHX-2018-18-00-00	Audit Fees	\$75.00	\$39.94	\$35.06

	Funding Source	Description	Total	Expenditures	Balance
	FHX-2018-18-01-00	Salaries (Nonmotorized Safety)	\$25,000.00	\$2,477.56	\$22,522.44
	405h Nonmotorized Safety Total		\$25,075.00	\$2,517.50	\$22,557.50
	FAST Act 405h Nonmotorized Safety Total		\$443,859.49	\$90,780.14	\$353,079.35
	NHTSA Total		\$15,376,535.90	\$5,580,890.24	\$9,795,645.66

