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Acronym Guide

AAASNE	American Automobile Association, Southern New England
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
CCF	Connecting for Children and Families, Inc.
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
DNTL	Drive Now Text Later
DOC	Department of Corrections
DMV	Division of Motor Vehicles
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
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) 2017 serves as the State of Rhode Island's assessment of the Highway Safety Plan (HSP) for FFY 2017. 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 2017, the HSP identified ten program areas to focus resources on 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 2010 to 2014 trend data. The 12 Core Performance Measures required by the National Highway Traffic Safety Administration (NHTSA) and targets were tracked through the 2017 HSP and are detailed in Table 1.1. Through the implementation of safety activities and projects, Rhode Island achieved 8 of its 12 targets in Calendar Year 2016. In instances where target information is not available, it is because the Fatality Analysis Reporting System (FARS) data for FFY 2017 are not available.

This Annual Report:

- › Documents Rhode Island progress in meeting its highway safety targets identified in the 2017 HSP for each of the ten program areas; and
- › Describes projects and activities funded during FFY 2017 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 2016, crashes on Rhode Island highways resulted in 51 fatalities and 491 serious injuries. Roadway fatalities increased 13 percent from the 2015 levels, and serious injuries increased 15 percent. This increase reverses the decline in fatalities and serious injuries observed over the last several years.

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 2017. 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 the project's potential for

eliminating system deficiencies. In 2017, 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 2017 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 2017 Highway Safety Annual Report reviews the execution of the FFY 2017 HSP.

1.3 Strategic Partners

During the FFY 2017 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 also were identified. The list of stakeholders working in partnership with the OHS is provided below.

- › African Alliance of Rhode Island;
- › American Automobile Association, Southern New England (AAASNE);
- › Bike Newport;
- › Connecting for Children and Families, Inc. – Woonsocket COZ Safe Communities (CCF);
- › Cranston Child Opportunity Zone (COZ);
- › Mothers Against Drunk Driving (MADD);
- › Nobidade TV
- › Oasis International;
- › Progreso Latino, Inc.;
- › Rhode Island Bicycle Coalition;
- › Rhode Island Department of Health – Prevention and Control;
- › Rhode Island Hospital Injury Prevention Center;
- › Rhode Island Impaired Driving Alliance;
- › Rhode Island Motorcycle Association;
- › Rhode Island Municipal Police Academy;
- › Rhode Island Office of the Attorney General;
- › Rhode Island Police Chiefs Association (RIPCA);
- › Rhode Island State Police (RISP);
- › Rhode Island Traffic Safety Coalition;
- › Rhode Island Traffic Tribunal;
- › The Genesis Center; and
- › Young Voices

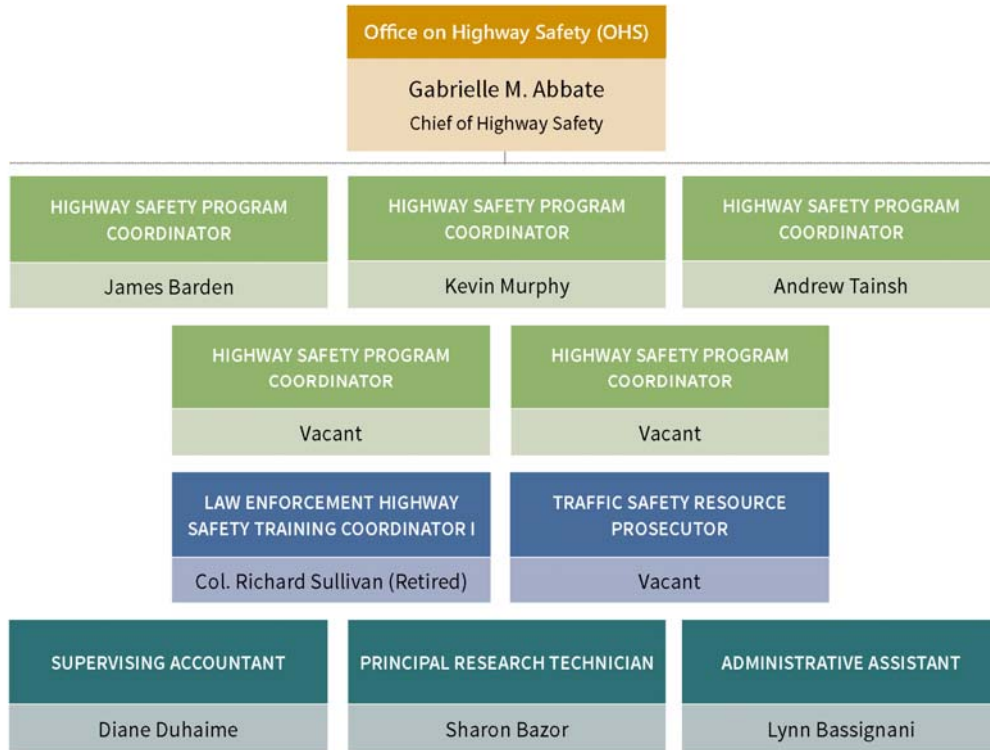
In addition to these stakeholders, the OHS works with numerous other agencies and organizations throughout the year:

- › Thirty-eight local police departments;
- › Enforcing the Underage Drinking Laws (EUDL) Advisory Committee;
- › 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;
- › Statewide Substance Abuse Task Forces;
- › Students Against Destructive Decisions (SADD); and
- › 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 2017 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 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 devices 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 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. Automated speed cameras in school zones was the only safety bill that passed in the 2016 session.
- › During the 2017 legislative session it became law that children under age 2 are required to be restrained in rear-facing car seats.
- › Also during the 2017 legislative session a bill was passed that supports a hands free mobile devices restriction. This bill becomes law June 1, 2018.
- › We are also proud that a bill passed in the 2017 session supporting an enhancement to the GDL statute mandating classes for parents of driver education students under age 18.

The OHS established an ambitious set of targets for 2017, shown in **Table 1.1**, to improve safety in each of the program areas. The targets are based on a trend from a 2006-2010 five-year average baseline.

Table 1.1 Performance Trends and Five-Year Average Targets

Performance Measures		2008	2009	2010	2011	2012	2013	2014	2015	2016	2017 ^b	2018 Target
C-1	Traffic Fatalities (Actual)	65	83	67	66	64	65	51	45	51	81	
	Five-Year Moving Average	77	77	73	70	69	69	63	58	55	59	53
C-2	Serious Injuries (Actual)	421	484	542	512	467	419	431	425	465	310	
	Five-Year Moving Average	–	U/A	U/A	U/A	485	485	474	451	441	410	373
C-3	Traffic Fatalities per 100 million VMT	0.79	1.01	0.81	0.84	0.82	0.84	0.66	0.57	0.64	1.02	
	Five-Year Moving Average	0.92	0.92	0.88	0.85	0.85	0.86	0.79	0.75	0.71	0.75	0.68
C-4	Unrestrained Occupant Fatalities	29	32	26	23	20	19	10	16	15	23	
	Five-Year Moving Average	33	30	28	26	26	24	20	17	16	17	16
C-5	Number of Fatalities Involving Driver or Motorcycle Operator with ≥ 0.08 BAC ^c	23	34	27	26	28	23	17	19	19	11	
	Five-Year Moving Average	29	29	27	26	28	28	24	23	21	18	21
C-6	Speed-Related Fatalities	20	39	33	23	30	17	13	20	23	u/a	
	Five-Year Moving Average	33	32	31	27	29	28	23	21	21	18	19
C-7	Motorcyclist Fatalities	7	19	15	15	8	11	10	9	4	11	
	Five-Year Moving Average	12	14	14	14	13	14	12	11	8	9	7
C-8	Unhelmeted Motorcyclist Fatalities	2	12	11	9	5	6	7	4	4	5	
	Five-Year Moving Average	7	8	9	9	8	9	8	6	5	5	4
C-9	Drivers Age 20 or Younger Involved in Fatal Crashes	9	11	7	4	4	7	4	6	9	u/a	
	Five-Year Moving Average	15	14	11	9	7	7	5	5	6	7	5

C-10	Pedestrian Fatalities	12	16	9	14	5	14	14	8	14	19	
	Five-Year Moving Average	12	14	13	13	11	12	11	11	11	14	10
C-11	Bicyclist Fatalities	1	0	2	0	2	3	0	0	2	2	
	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	72%	75%	78%	80%	78%	86%	87%	87%	88%	88%	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	
	Number of Safety belt Citations Issued During Grant-Funded Enforcement Activities	2,336	2,553	2,181	2,172	5,958	5,346	2,825	7,099	5,562	5,272	
	Number of Impaired Driving Arrests Made during Grant-Funded Enforcement Activities	U/A	253	288	253	417	438	507	404	363	306	

Source: RIDOT, June 2017; Rhode Island Department of Motor Vehicles, June 2017; FARS, June 2017; 2005 to 2017 Rhode Island Observed Restraint Use Surveys. a Fatality and Serious Injury statistics based on 2017 preliminary total reported from January 1 to November 3, 2017. Citation statistics based on 2017 preliminary total reported from January 1 to December 1, 2017.

b Based on FFY 2017 Highway Safety Plan.

c NHTSA imputed.

U/A indicates data not available at this time.

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2

Performance Data - 2011 to 2017

2.1 Crash Summary

In Rhode Island, traffic fatalities increased from 45 in 2015 to 51 in 2016, while serious injuries also increased from 427 in 2015 to 491 in 2016.

According to observed restraint use surveys, Rhode Island's safety belt use rate was at 88 percent in 2016 and 88 percent in 2017. The state is close to its target of 90 percent. In 2011, Rhode Island became the country's 33rd state to enact a primary seat belt law; however, the legislation was set to expire on June 30, 2013 under a sunset provision. On June 28, 2013, the Rhode Island General Assembly passed legislation removing the sunset clause, giving permanence to the primary seat belt law.

Table 2.1 provides detail on Rhode Island highway safety trends from the 2011 baseline to 2017 (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.

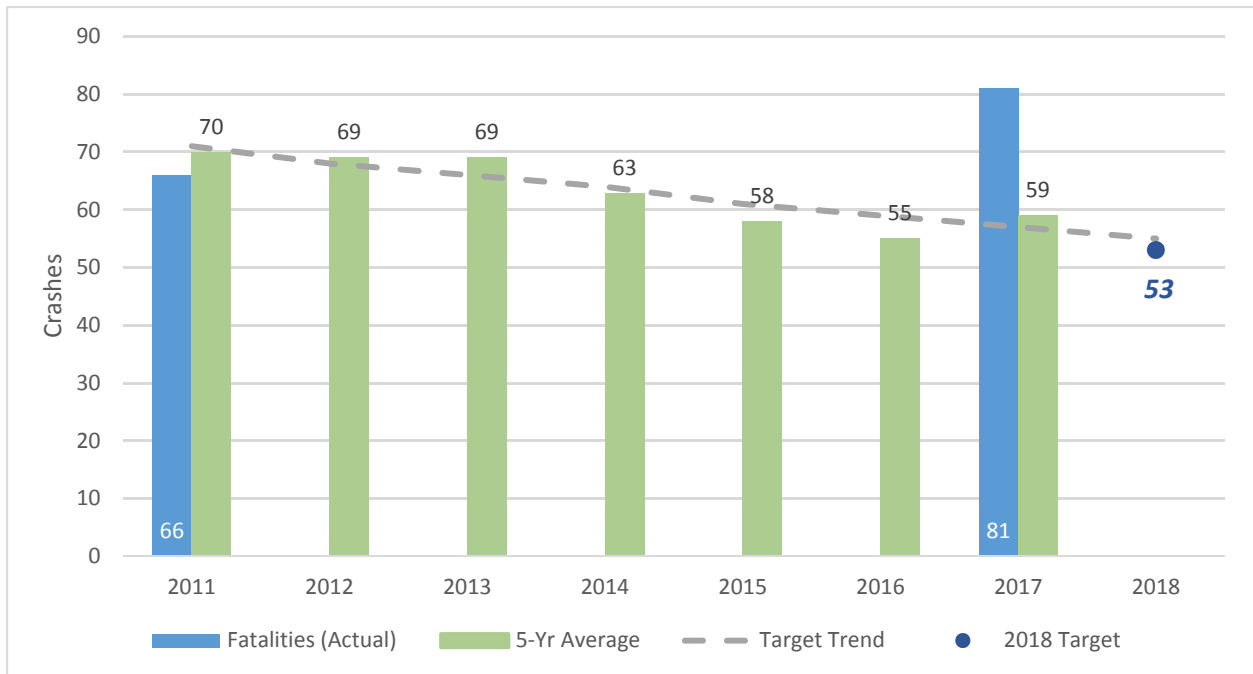
Table 2.1 Traffic Safety Trends in Rhode Island

Crash Data/Trends	2011	2012	2013	2014	2015	2016 ^b	2017 ^c
Fatalities (Actual) ^a	66	64	65	51	45	51	81
Fatality Rate/100 Million VMT	0.84	0.82	0.84	0.66	0.59	0.66	1.06
Number of serious injuries	512	467	419	431	425	465	310
Number of fatalities involving driver or motorcycle operator with BAC \geq 0.08	26	28	23	17	19	19	11
Number of unrestrained passenger vehicle occupant fatalities	23	20	19	10	16	15	23
Number of speed-related fatalities	23	30	17	13	20	23	U/A
Number of motorcycle fatalities	15	8	11	10	9	4	11
Number of unhelmeted motorcyclist fatalities	8	5	6	7	4	4	5
Number of drivers age 20 or younger involved in fatal crashes	4	4	7	4	6	9	U/A
Number of pedestrian fatalities	14	5	14	14	8	14	19
Number of bicyclist fatalities	0	2	3	0	0	2	2
Percent observed belt use for passenger vehicles – front seat outboard occupants	80%	78%	86%	87%	87%	88%	88%
Number of safety belt citations issued during grant-funded enforcement activities	2,172	5,958	5,346	2,825	7,099	5,562	6,599
Number of impaired driving arrests made during grant-funded enforcement activities	253	417	438	507	404	363	306
Number of speeding citations issued during grant-funded enforcement activities	6,446	7,317	8,446	9,607	6,200	8,092	U/A

Source: RIDOT, December 2017; Rhode Island DMV, December 2017; FARS, December 2017; 2011-2017 Rhode Island Observed Restraint Use Surveys.

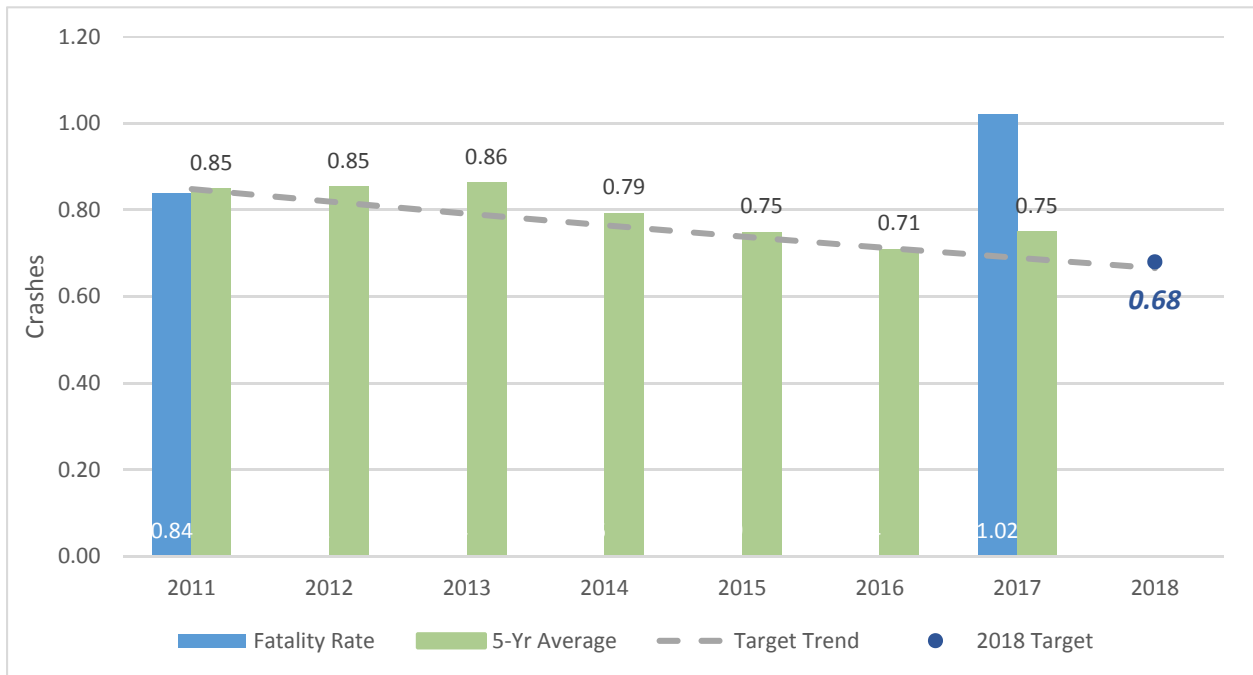
- a Some numbers reported in this FFY 2017 Annual Report may differ slightly from the same numbers reported in previous reports due to changes in data availability and data quality improvements. Some crash data are new to this report and trend data may not be available with consistent reporting procedures and/or methodology.
- b 2016 FARS data are preliminary at time of reporting.
- c 2017 crash statistics reflect preliminary crash totals reported from January 1 through December 15, 2017 citation statistics reflect preliminary totals reported from January 1 to December 1, 2017.
- d NHTSA imputed.
- U/A indicates data unavailable at the time of reporting.

Figure 2.1 Fatalities (2011 Baseline to 2017)



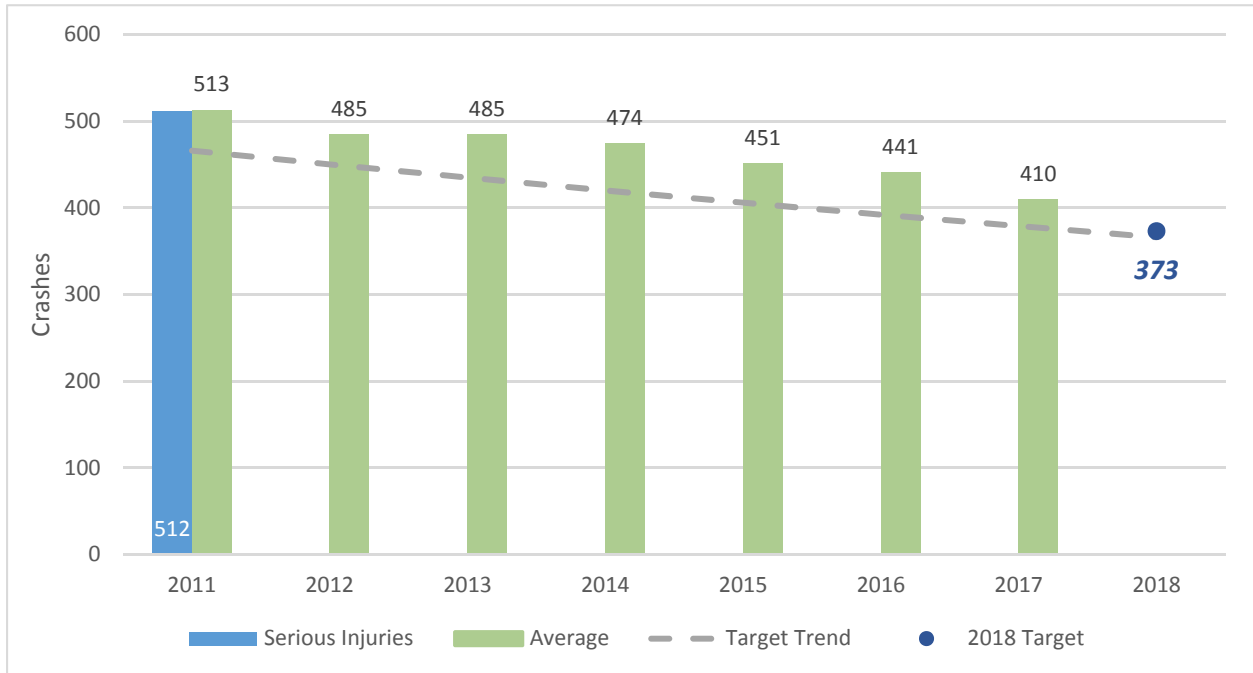
Source: RIDOT/OHS, 2017 and FARS, 2017.

Figure 2.2 Fatality Rate per 100 Million VMT (2011 Baseline to 2017)



Source: RIDOT/OHS, 2017 and FARS, 2017.

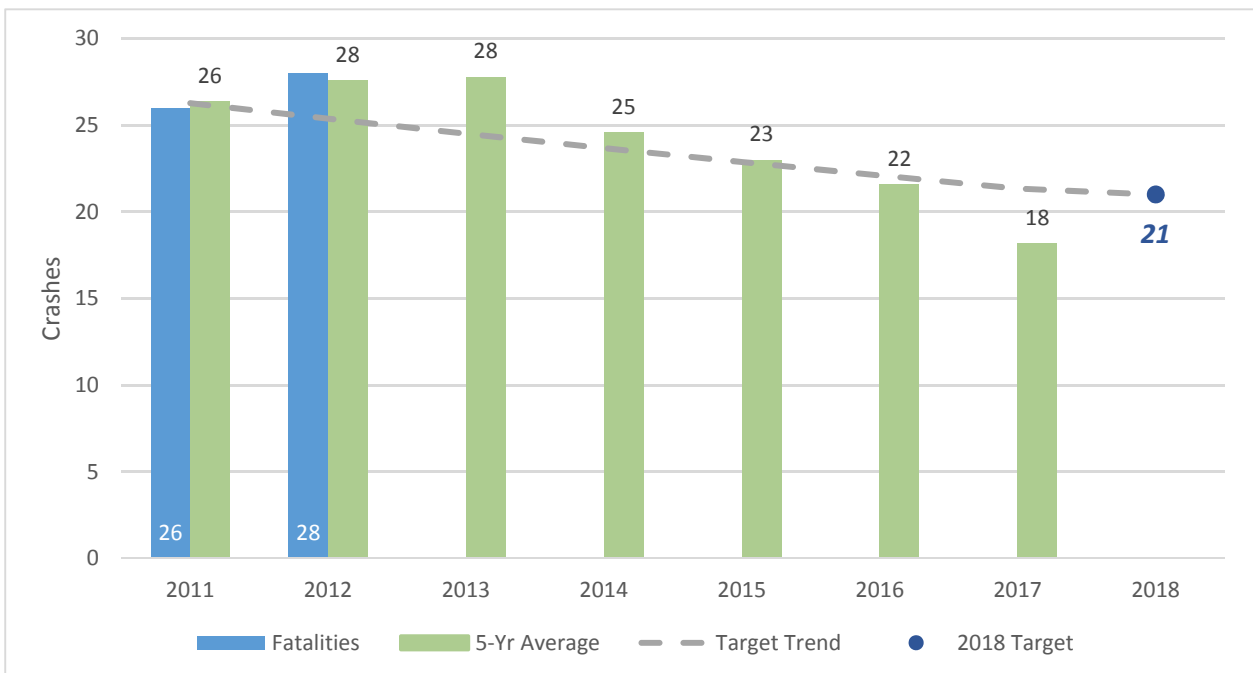
Figure 2.3 Serious Injuries (2011 Baseline to 2017)



Source: RIDOT/OHS, 2017.

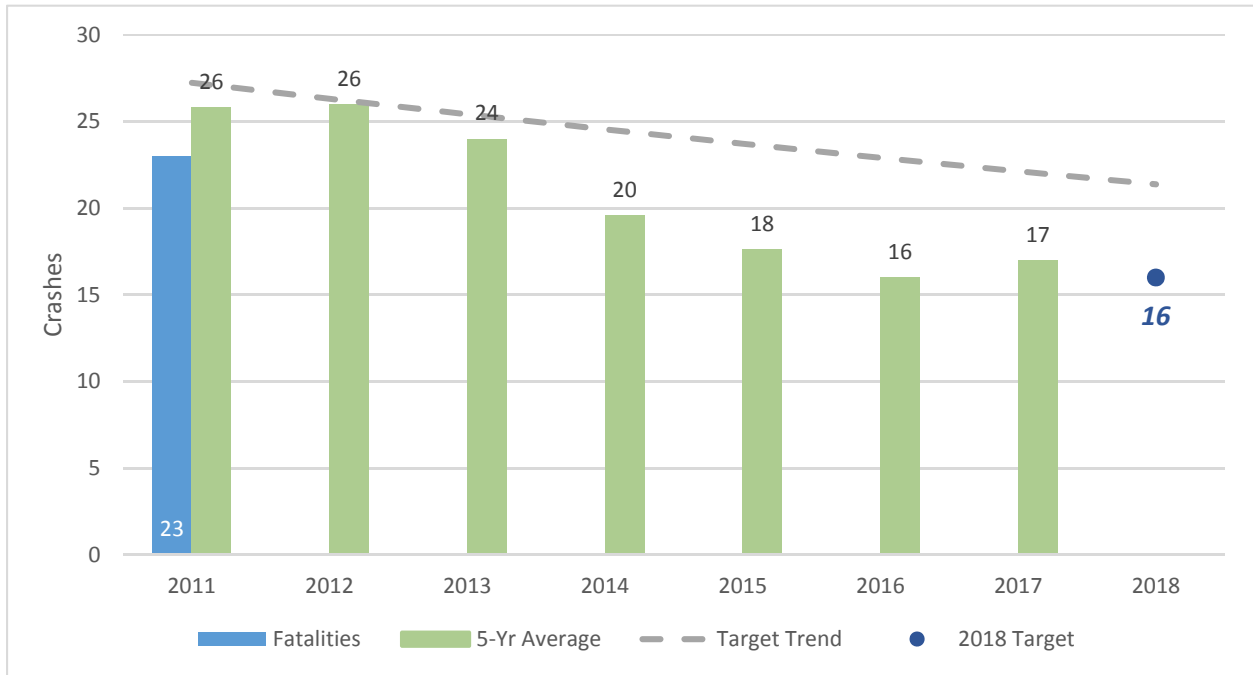
Note: Beginning in 2013, RIDOT transitioned to reporting a 5-year average annual crashes rather than a 3-year average as more data became available.

Figure 2.4 Fatalities Involving Driver or Motorcycle Operator ≥ 0.08 BAC (2011 Baseline to 2017)



Source: NHTSA Imputed Data, 2017.

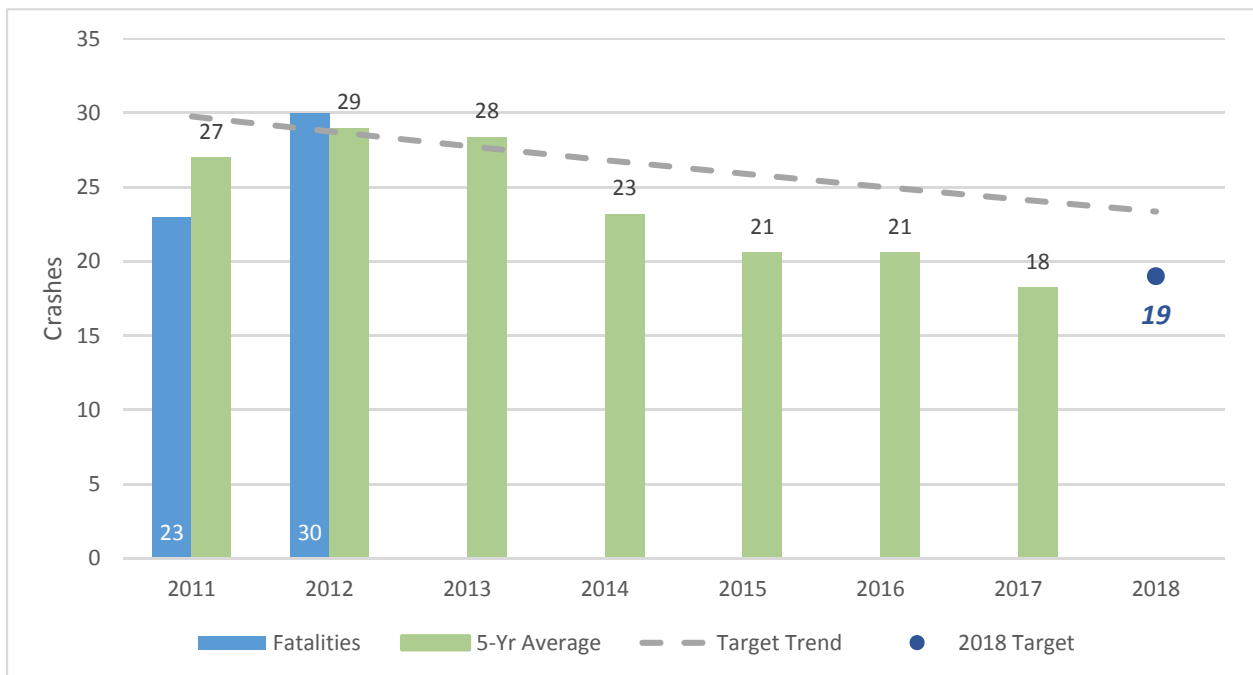
Figure 2.5 Unrestrained Motor Vehicle Occupant Fatalities (2011 Baseline to 2017)



Source: RIDOT/OHS, 2017 and FARS, 2017.

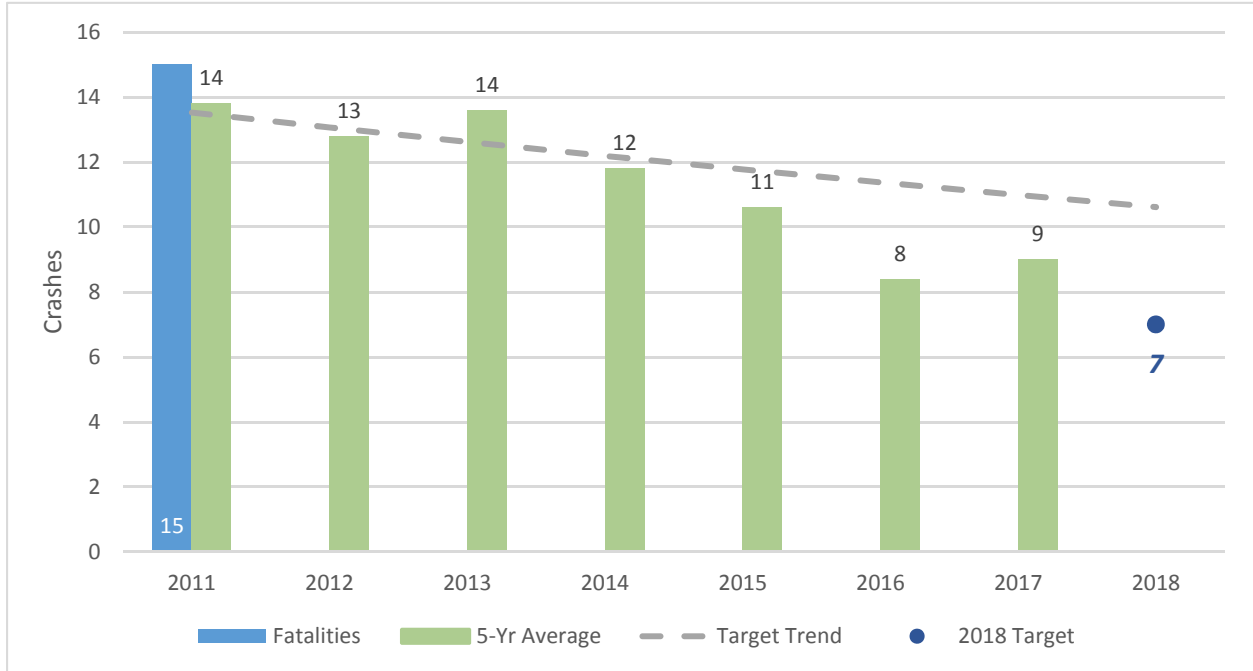
Note: Restraint usage restated to reflect all motor vehicle occupants except buses.

Figure 2.6 Speed-Related Fatalities (2011 Baseline to 2017)



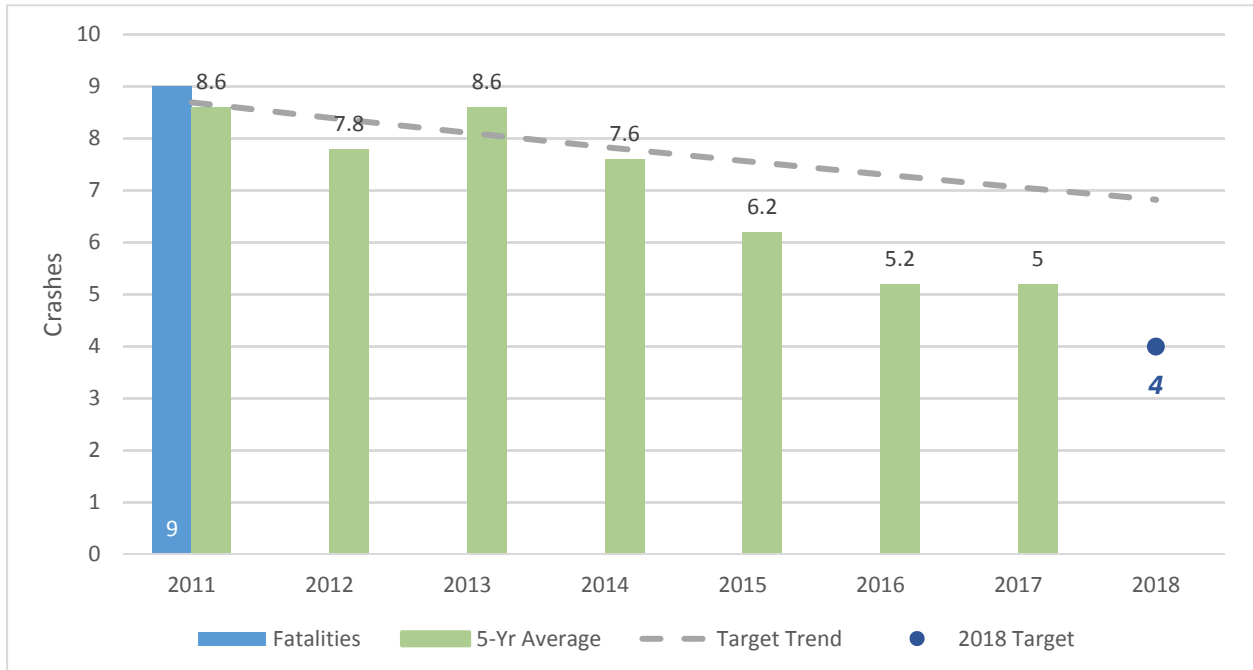
Source: RIDOT/OHS, 2017 and FARS, 2017.

Figure 2.7 Number of Motorcyclist Fatalities (2011 Baseline to 2017)



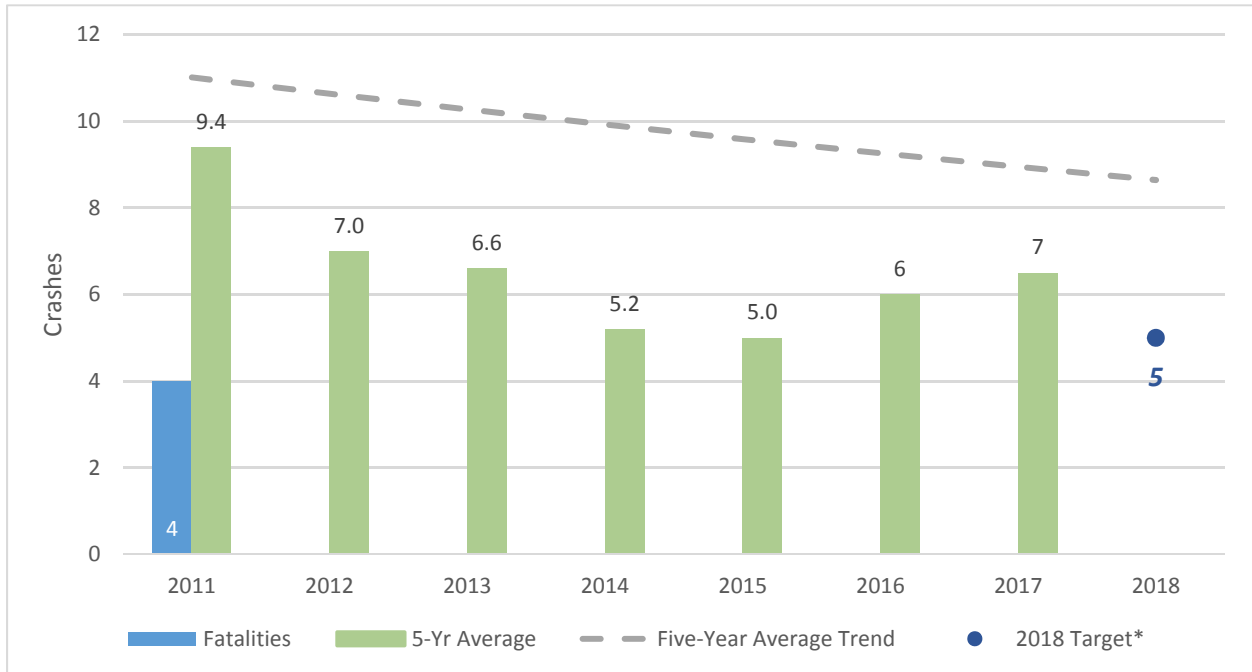
Source: RIDOT/OHS, 2017 and FARS, 2017.

Figure 2.8 Unhelmeted Motorcycle Fatalities (2011 Baseline to 2017)



Source: RIDOT/OHS, 2017 and FARS, 2017.

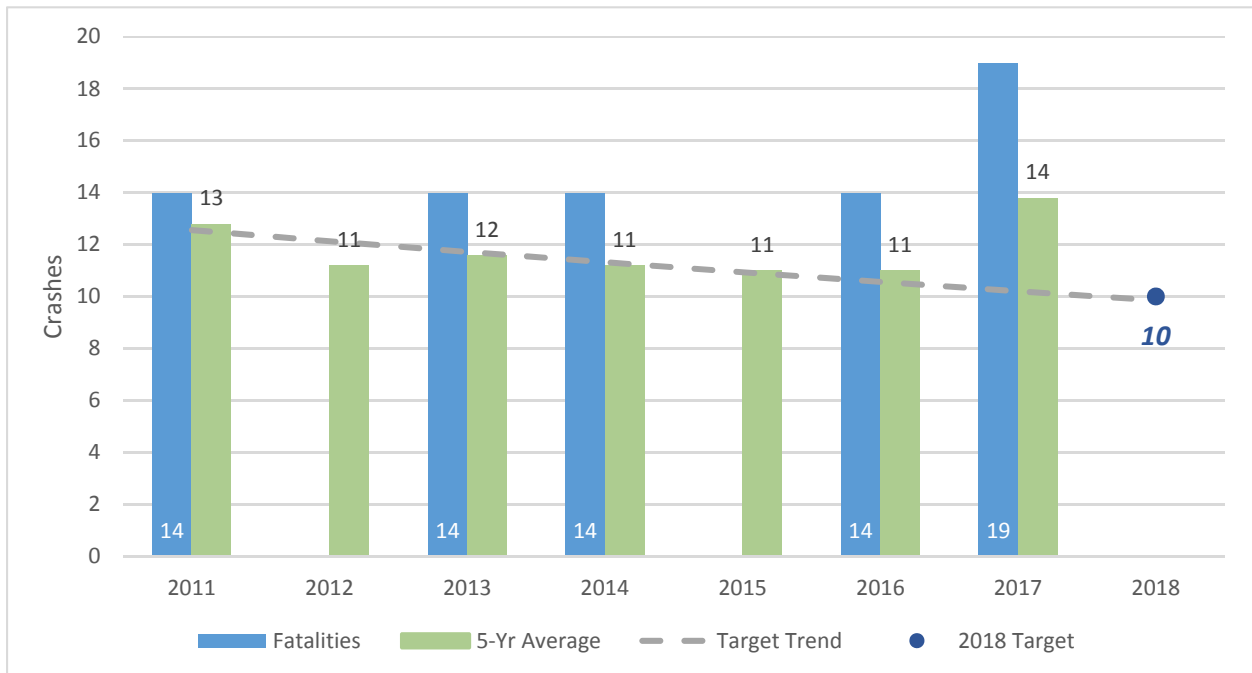
Figure 2.9 Drivers Age 20 or Younger Involved in Fatal Crashes (2011 Baseline to 2017)



Source: RIDOT/OHS, 2017 and FARS, 2017.

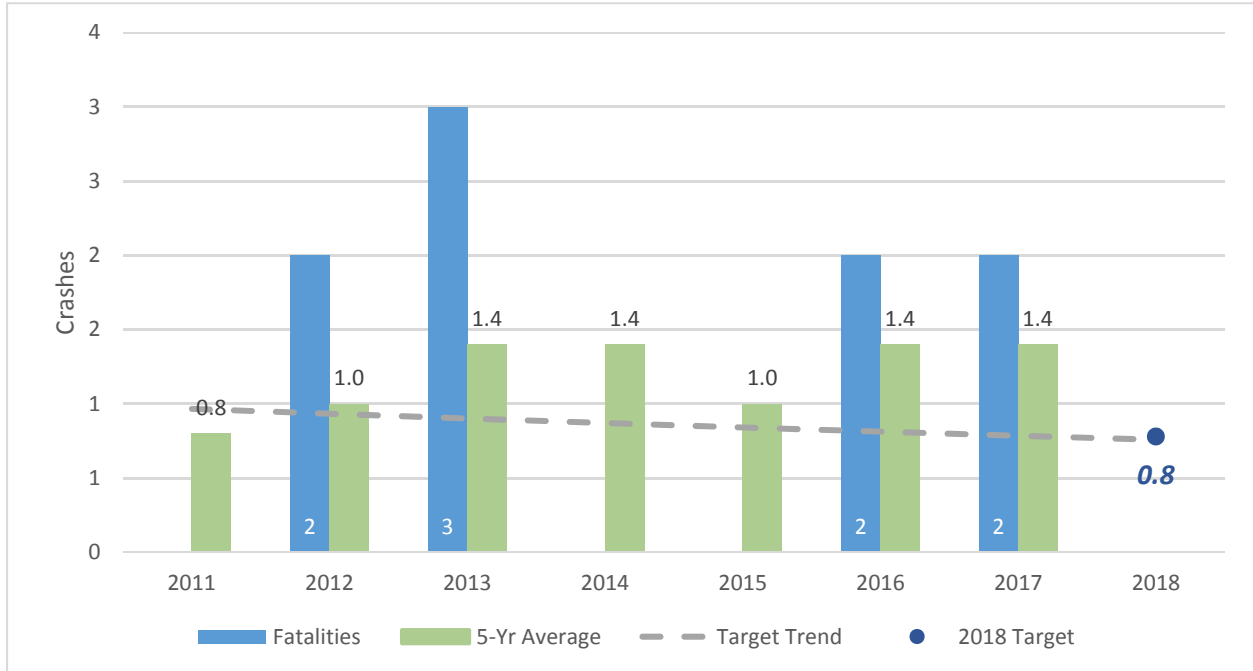
* Note: The target for this specific goal is an annual target for the year 2017, not a five-year average target.

Figure 2.10 Pedestrian Fatalities (2011 Baseline to 2017)



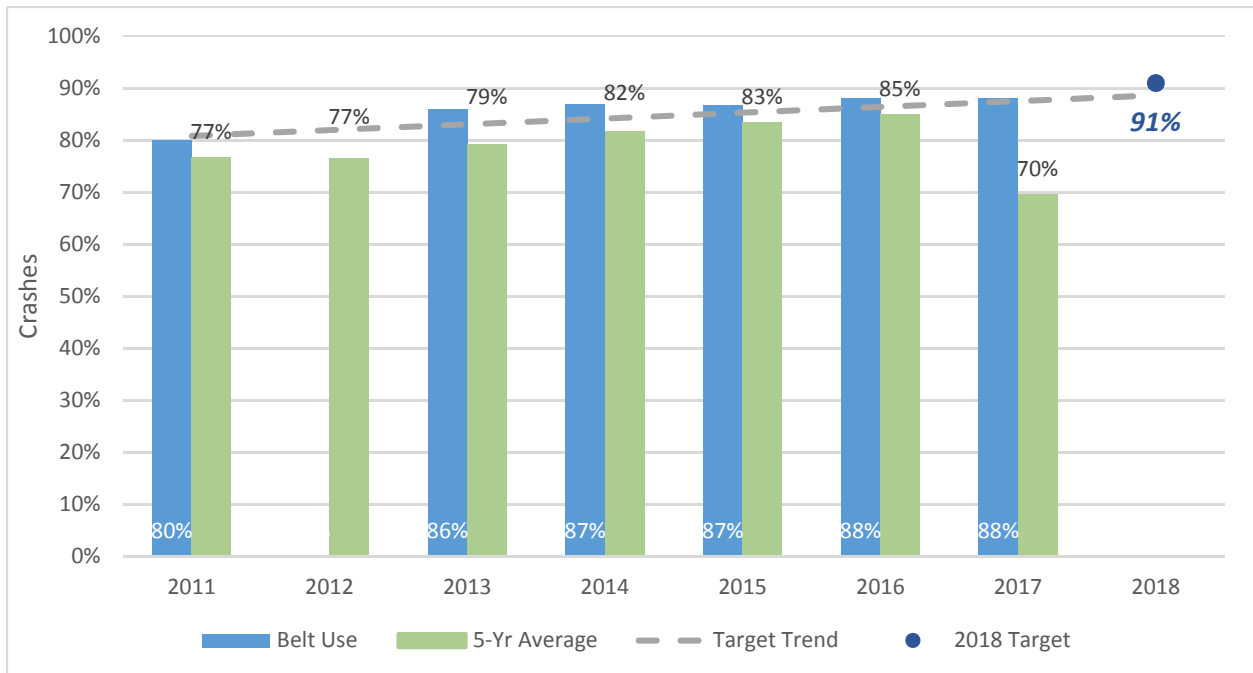
Source: RIDOT/OHS, 2017 and FARS, 2017.

Figure 2.11 Bicyclist Fatalities (2011 Baseline to 2017)



Source: RIDOT/OHS, 2017 and FARS, 2017.
Missing bars indicate that no crashes occurred.

Figure 2.12 Percent Observed Belt Use for Passenger Vehicles (Front Seat Outboard Occupants (2011-2017))



Source: RIDOT/OHS, 2017 and FARS, 2017.

3

Program Areas

The program performance targets and measures, and projects identified for the ten program areas addressed in the FFY 2017 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.

Performance Measures and Targets

Table 3.1 summarizes the distracted driving performance measures and targets identified in the 2017 HSP.

Table 3.1 Distracted Driving Performance Measures

Performance Targets	Performance Measures
Decrease the total number of cell phone involved crashes by 50 percent from the 2010 to 2013 calendar average of four down to two by December 31, 2017.	Number of cell phone involved crashes

Projects and Funding

The 2017 HSP included six 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 six 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 2017 OHS completed six distracted driving projects to help meet the performance targets. Many of these programs are geared toward Younger Drivers specifically.

Table 3.2 FFY2017 Distracted Driving

Project ID	Project Title	Related Performance Measure(s)	Funding Source	Funds Obligated (FY 2017)	Project Status
M8DDLE-17-01	Municipal Enforcement Distracted Driving Campaigns	Number of cell phone involved crashes	Section 405E	\$54,740.14	Completed
M8DDLE-17-02	State Agencies (RISP) Distracted Driving		Section 405E	\$441.29	Completed
M5OT-17-02	ThinkFast Interactive High School Education Program		Section 405B, Section 405D	\$31,292.24	Completed
M2PE -17-10	Youth Educator and Influence Program (MADD) OP		Section 405B	\$39,515.94	Completed
M5OT-17-01	SIDNE		Section 405D	\$24,000.00	Cancelled Due to Equipment Failure
402SA17-02	Young Voices		402SA	\$16,200.00	Completed

Project Descriptions

The following are descriptions of the distracted driving projects, including the project title and outcome of the project over the 2017 fiscal year.

		Project Descriptions
Project Number:	M8 DDLE 17-01	<p>OHS funded the implementation of a Distracted Driving enforcement effort by local city/town police departments. OHS expected participation from potentially 7 communities. Patrols should be conducted 24 hours and there is mandatory participation in one annual enforcement period during April 2017. 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: 303 citations were issued for "Texting While Driving".</p>
Project Title:	Municipal Enforcement Distracted Driving Campaigns	
Project Number:	M8 DDLE 17-02	<p>OHS funded the implementation of specific Distracted Driving 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 month of April 2017.</p> <p>Performance: 76 citations were issued for "Texting While Driving".</p>
Project Title:	RISP Enforcement Distracted Driving Campaigns	
Project Number:	M5 OT 17-02	<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: ThinkFast Interactive content was developed by TjohnE with information from the National Highway Traffic Safety Administration; the US Department of Health, Substance Abuse and Mental Health Services Agency; and many others. Development was guided locally by RIDOT and their partners to ensure the program content presented consistent messages about safety, was relevant to the local cultural context of RI, and so that ThinkFast Interactive served as an important teen-focused awareness component of RIDOT's existing state level highway safety plan.</p>
Project Title:	ThinkFast Interactive High School Education Program	

		Project Descriptions
Project Number:	M2PE-17-10	<p>MADD RI aims to 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 three and one half 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: The Youth Program Coordinator utilized our partnerships with local high school youth prevention coalitions such as SADD, RADO, VAASA, and Youth Taking Action to implement deliverables. The Power of Youth presentations were held at various schools throughout the year, and the Team Spirit Conference was promoted to the participating schools to gain attendance for the conference. Additionally, the Youth Program Coordinator worked with the local Community Prevention Coalitions to support attendance at the events. Various activities and events were held throughout the year for additional education opportunities throughout FFY 2017.</p>
Project Title:	Youth Educator and Influence Program (MADD) OP Education Program	
Project Number:	M506-17-01	<p>Up to 50 high schools and middle schools will be offered the opportunity to experience the SIDNE Interactive driving program. SIDNE is a behind the wheel driving experience that makes the dangers of distracted and impaired driving real and personal. This program blends critical highway safety messaging with engaging activities to command the attention of a school assembly. Programming will be strategically coordinated to precede high-risk weekends (Halloween, homecoming, prom season, etc.) as well as offered throughout the year as requested.</p> <p>Performance: Due to equipment malfunction issue this program has been discontinued</p>
Project Title:	SIDNE	

		Project Descriptions
Project Number:	402SA17-02	<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 through September 2017. 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 provided comprehensive highway safety trainings for young drivers across Rhode Island engaging over 650 young adults ages 14-24 in Spring and Summer 2017. The multifaceted highway safety program, designed by youth, for youth, featured over 25 highly interactive, youth-led trainings at local high schools, colleges and community organizations. Youth also designed and presented policy recommendations to leaders at RIDOT based on their yearlong research and data collected from workshops. The program met targets for October 2016-September 2017. These included the following:</p> <ul style="list-style-type: none"> • Youth-led trainings that target young drivers at local colleges, high schools and community organizations • A social media campaign that builds on OHS media efforts as articulated in the RI Highway Safety Plan • Supporting our youth to write an educational policy brief to be presented to state-level policymakers, becoming a youth voice that impacts highway safety statewide.
Project Title:	Young Voices	

3.2 Impaired Driving

Problem Statement

The 2017 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 2016, 37 percent of Rhode Island's fatalities involved a driver or motorcycle rider with blood alcohol concentration (BAC) of 0.08 or above.

Performance Measures and Targets

Table 3.3 summarizes the impaired driving performance measures and targets identified in the 2017 HSP.

Table 3.3 Impaired Driving Performance Measures

Performance Targets	Performance Measures
Decrease alcohol-impaired driving fatalities involving a legally intoxicated driver or motorcycle operator with a BAC of 0.08 or greater by 13 percent from 25 (2010 to 2014 average) to 21 by 2017.	Number of fatalities involving a driver or motorcycle operator with a BAC of 0.08 or greater.
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 47.7 percent in 2015 to 60 percent in 2017.	Percent of survey participants responding "Always" or "Nearly Always" to the likelihood of getting arrested after drinking and driving.
Increase percent of survey respondents that recognize the DSoGPO impaired driving enforcement slogan from 50 percent recognition in 2015 to 60 percent in 2017.	Percent of survey respondents that recognize the impaired driving enforcement slogan.

Projects and Funding

The 2017 HSP included 16 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 16 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 2017 OHS identified the following impaired driving projects to help meet the performance targets.

Table 3.4 FFY2017 Impaired Driving

Project ID	Project Title	Related Performance Measure(s)	Funding Source	Funds Obligated (FY 2017)	Project Status
164AL-17-09	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	Held over until 2018 HSP
164AL-17-08	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
164AL-17-02	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	\$249,999.80	Continuing into FFY 2018
164AL-17-10 M2HVE-17-01	Incentive Rewards Program (Chiefs Challenge)	Number of fatalities involving a driver or motorcycle operator with a BAC of 0.08 or greater.	Section 164 Section 405B	\$3,400.00	Completed

Project ID	Project Title	Related Performance Measure(s)	Funding Source	Funds Obligated (FY 2017)	Project Status
164AL-17-01	Nobidade TV Alcohol Education	Number of fatalities involving a driver or motorcycle operator with a BAC of 0.08 or greater.	Section 164	\$40,000.00	Completed
164AL-17-07	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	\$384,000.00	Completed
164PM-17-01	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	\$350,000.00	Continued into FFY2018
M5BAC-17-01	Municipalities Impaired Driving BAT (Breath Alcohol Testing) Mobile	Number of impaired driving arrests made during grant-funded enforcement activities.	Section 405D	\$78,779.00	Completed
M5CS-17-02	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	\$274,343.00	Completed
M5CS-17-01	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	\$138,723.00	Completed
M5HVE-17-01	Municipalities Impaired Driving Law Enforcement Patrols (Including DRE)	Number of impaired driving arrests made during grant-funded enforcement activities.	Section 405D	\$361,863.72	Completed
M5HVE-17-02 402 PT 17-07 M2HVE 17-02	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	\$293,000.49	Completed

Project ID	Project Title	Related Performance Measure(s)	Funding Source	Funds Obligated (FY 2017)	Project Status
M5HVE-17-04	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	\$2,000.00	Completed
M5HVE-17-02	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	\$117,432.26	Completed
M5OT-17-01	SIDNE High School Education Program	Number of fatalities involving a driver or motorcycle operator with a BAC of 0.08 or greater.	Section 405D	\$24,000.00	Cancelled
402TR-17-02 164AL-17-12	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	\$35,866.00	Completed

Project Descriptions

The following are descriptions of the impaired driving projects, including the project title and outcomes of the projects over the 2017 fiscal year.

		Project Description
Project Number:	M5HVE 17-01	<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 18, 2016 to January 3, 2017 and August 19 to September 5, 2017 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 233 DUI arrests on OHS grant-funded details during FFY 2017. 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>
Project Title:	Municipalities Impaired Driving Law Enforcement Patrols (Including DRE)	
Project Number:	M5 HVE 17 02	<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 18, 2016 to January 3, 2017 and August 19 to September 5, 2017, 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. Includes equipment with a per-unit cost of less than \$5,000.00 for the agency's crash data recorder. Every department is encouraged to run details on the weekends – Friday, Saturday into Sunday (Thursday night if clubs have concerts scheduled). Departments follow the NHTSA statistical information on when most fatal and serious car crashes take place. Police Departments also use DDACTS to send out patrols where their individual community needs dictate different hours and days of week. In addition to the weekends police departments send out patrols for special and not so special holidays; St Patrick, Halloween, Thanksgiving, Christmas, New Year, Super Bowl, Cinco de Mayo, sporting events, concerts, football games, start of school and end of school, etc.</p> <p>Performance: The RISP made 73 DUI Arrests using OHS grant-funded patrols during FFY 2017. The RISP conducted monthly sustained year-round enforcement of impaired driving laws.</p>
Project Title:	State Agencies (RISP) Impaired Driving Law Enforcement Patrols (Including DRE)	

		Project Description
Project Number:	M5 BAC 17-01	<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 2017 – 19 times for impaired driving enforcement, 14 times for educational events, and three times for press conferences. The vehicle was deployed in 19 communities.</p>
Project Title:	Municipalities Impaired Driving – BAT (Breath Alcohol Testing) Mobile	
Project Number:	164PM-17-01	<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 21- to 34-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 2017 Annual Report.</p>
Project Title:	Paid Media (AL)	
Project Number:	164AL-17-02	<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 2017 Annual Report.</p>
Project Title:	Creative Media (AL)	
Project Number:	164AL 17-08	<p>The Registry 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 (approximately 84% for both waves). When asked where the impaired driving message was heard, "television", "radio", "electronic message board", "newspaper" and "Internet" were the most common answers. There was a significant Pre/Post increase in the following safe driving message for these advertisement categories: Posters (8.1% to 14%), Billboards (18.3% to 26.9%) and Electronic Message Boards (19.9% to 29.4%).</p>
Project Title:	Alcohol Survey	
Project Number:	M5 CS-17-01	OHS supported three-fourths of the salary of John Corrigan,

		Project Description
Project Title:	State Agencies (AG)–Traffic Safety Resource Prosecutor (TSRP)	<p>Esq. 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: The RI TSRP providence 22 traning presentations around the state with 527 police officer attendees. These training classes took a multi-disciplinary approach: a legal block, an evidence collection block, breathalyzer and blood, and a field sobriety testing block. Training was also offered to the Rhode Island Municipal Police Academy and the Rhode Island State Police Academy. The RI TSRP screened 101 felony motor vehicle cases from Providence and Bristol Counties, which used both the information charging process and the grand jury. The TSRP maintained a fluctuating load of active cases on the Providence County Superior Court pre-trial and trial calendar throughtout the year.</p>
Project Number:	164AL-17-09	<p>OHS was unable to develop, maintain, and disseminate appropriate resource and educational materials for use by local and state programs addressing “DSOGPO” and underage alcohol use in regards to dangerous driving behaviors. This program strategy will be implemented in Fiscal Year 2018.</p>
Project Title:	Alcohol Program Resources	
Project Number:	M5HVE-17-02 402 PT 17-07 M5HVE 17-02	<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</p>
Project Title:	Law Enforcement Highway Safety Training Coordinator (LEHSTC) Including Drug Recognition Expert (DRE) Training and Statewide Program	

		Project Description
		Sobriety Testing (SFST) trainings with a total of 120 law enforcement officers trained; sponsored one Drug Recognition Expert training with a total of 24 officers trained; and conducted one SFST update with a total of 32 participating officers.
Project Number:	M5CS-17-02	OHS reimbursed 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. 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 37.7 with an average breath alcohol level of 0.162%. Based on breath alcohol data, 32.3% of all motor vehicle accidents involved alcohol. Of all law enforcement samples submitted to the Toxicology laboratory, 46.2% involved alcohol. The average blood alcohol level is 0.15%. 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, 68% of all law enforcement blood samples had confirmed positive drug toxicology, and 24% 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, and once completed, HEALTH anticipates a faster turnaround time for law enforcement samples.
Project Title:	State Agencies (HEALTH) – Traffic Safety Resource Forensic Toxicologist (TSRFT) and Preliminary Breath Testing and Intoxilyzer 9000s Implementation Program	
Project Number:	164AL-17-10 and M2 HVE 17 01	OHS offered recognition plaques to reward state and local law enforcement agencies for their participation in the OHS overtime enforcement program as well as for outstanding achievements as part of a competition among the departments. This award is based on Highway Safety enforcement performance measure of the number of DUI arrests made.
Project Title:	Incentive Rewards Program ("Chief's Challenge")	
Project Number:	M5 HVE 17-04	OHS funded implementation of the "Drive Sober or Get Pulled

		Project Description
Project Title:	State Agencies (URI) Impaired Driving Law Enforcement Patrols (including DRE)	<p>Over” impaired driving enforcement patrols by the University of Rhode Island Police. Patrols were conducted during 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 no DUI arrests during FFY 2017.</p>
Project Number:	164 AL 17-07	<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 76 DUI Arrests using OHS grant-funded patrols during FFY 2017.</p>
Project Title:	Rhode Island Impaired Driving Task Force	
Project Number:	164AL 17-01	<p>From October 2016 to September 2017, 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</p>
Project Title:	Nobidade TV Alcohol Education	

	Project Description
	<p>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: This year, more feedback was solicited at dedicated community meetings and/or launch events and sessions primarily held at local restaurants This year expanded participation in production on the ground, while project leads engaged in quarterly tracking.</p> <p>"Informer" engagement numbers exceeded 300 people directly involved. These people were counted through participation in video and photo essay production, involvement in information dissemination and other direct participation in campaign activities. Multiple strategies were used to expand community leadership and ownership, which allowed for the inclusion of greater numbers of community members in testimonial and promotional videos.</p> <p>"Community Builders" target numbers of 800 people were measured by attendance, hits and shares primarily focused on participatory conferences, arts, production, evaluation or health meetings and events at various locations. Nobidade TV expanded participation this year to new kinds of networking and discussion-oriented conferences and events that enabled talk about the project in dedicated settings to assess strategies by comparison with those of others.</p> <p>"Live Audiences" target numbers exceeding 15,000 were aggregated by head counts provided by venues and event organizers as well as best guestimates from the production and promotion teams in certain cases such as the September commemoration events.</p> <p>Friends, Followers, Viewers and Listeners were tracked through social media and website hits over the Internet using social media platforms and Google Analytics.</p>
<p>Project Number: M5OT-17-01 Project Title: SIDNE High School Education Program</p>	<p>Up to 50 high schools and middle schools will be offered the opportunity to experience the SIDNE Interactive driving program. SIDNE is a behind the wheel driving experience that makes the dangers of distracted and impaired driving real and personal. This program blends critical highway safety messaging with engaging activities to command the attention of a school assembly. Programming will be strategically coordinated to precede high-risk weekends (Halloween, homecoming, prom season, etc.) as well as offered throughout the year as requested.</p> <p>Performance: Due to equipment malfunction issue this program has been discontinued</p>

	Project Description
Project Number: 402TR-17-02 164-17-12 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 (ie; 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.</p>

3.3 Motorcycles

Problem Statement

From 2011 through 2016, unhelmeted motorcyclist fatalities in Rhode Island have fluctuated between a low of 4 in 2016 to a high of 15 in 2011. 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).

Performance Measures and Targets

Table 3.5 summarizes the motorcycle performance measures and targets identified in the 2017 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 motorcyclist fatalities by 7 percent from 12 (2010 to 2014 average) to 11 by 2017.	Number of motorcycle fatalities.
Reduce unhelmeted motorcyclist fatalities by 7 percent from 8 (2010 to 2014 average) to 7 by 2017.	Number of unhelmeted motorcycle fatalities

Projects and Funding

The 2017 HSP identified four motorcycle projects to address the above performance measures and make progress towards the targets. **Table 3.6** lists the four 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 made progress in its four media outreach projects.

Table 3.6 FFY2017 Motorcycle Projects

Project ID	Project Title	Related Performance Measure(s)	Funding Source	Funds Obligated (FY 2017)	Project Status
402 MC-17-02	Creative Media (MC) Awareness Personal	Number of motorcycle fatalities Number of unhelmeted motorcycle fatalities	Section 402	\$50,000.00	See Media Report
402 MC-17-03 M9MA -17-02	Motorcycle Public Education Awareness and Outreach Campaign		Section 402 Section 405F	\$63,940.51	Made progress; redirected resources
402 MC-17-04 M9MA -17-03	Paid Media (MC) Awareness Campaign		Section 402 Section 405F	\$94,243.15	Unable to complete
M5PEM-17-02	Paid Media – Impaired Riding		Section 405D	\$441,956.19	Unable to complete

Project Descriptions

The following are descriptions of the motorcycle projects, including the outcomes of the project over the 2017 fiscal year.

		Project Description
Project Number:	402MC 17-02	<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 2017 Annual Report.</p>
Project Title:	Paid Media (MC) – Awareness Campaign	
Project Number:	402MC-17-03 and M9MA-17-02	<p>OHS will develop comprehensive motorcycle educational materials based on Rhode Island data on impaired riding, personal protective gear, and the importance of rider training. This expenditure will allow RIDOT OHS to fill the gap that currently exists in motorcycle education and outreach. The only phase in a rider's life where we consistently reach them is during their Basic Rider Training Class at CCRI. Upon completion of this class, no mechanism exists that targets and exposes riders to educational materials and messaging. The development of these targeted materials and messages will enable us to engage this population.</p> <p>We have conducted extensive research on this topic, collecting five years of data, drilling down to the point where we not only know where the highest numbers of crashes occur, we know Harley Davidson motorcycles are involved in crashes twice as often as other types of motorcycles and men over 40 are involved in over 90 percent of all motorcycle crashes. We also know that 47 percent of all motorcycle fatalities involve impaired riding. We will be using this information to develop these materials that will appeal to these demographics.</p> <p>Performance: Began outreach program; however, state fatality rates rose dramatically and efforts were re-directed to pedestrian safety.</p>
Project Title:	Motorcycle Public Education, Awareness, and Outreach Campaign	
Project Number:	M5PEM-17-02	<p>OHS will utilize paid and earned media to address impaired driving issues for all Motorcyclists, particularly during the months with the highest frequency of impaired motorcycle fatalities, July to October. As supported by data, the target</p>
Project Title:	Paid Media (MC/AL) – Impaired Riding	

		Project Description
		<p>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: OHS continued this effort into FFY 2018.</p>
Project Number:	402MC-17-02	<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: OHS continued this effort into FFY 2018.</p>
Project Title:	Creative Media (MC) – Awareness, Personal Protective Gear, and Impaired Riding	

3.4 Occupant Protection

Problem Statement

When the 2017 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 and observed safety belt use rate of 88.3 percent in 2017, which continues to bring the state closer to its goal of 90 percent. The number of unrestrained passenger vehicle occupant fatalities had been showing downward trends since 2009.

Performance Measures and Targets

Table 3.7 summarizes the occupant protection performance measures and targets identified in the 2017 HSP. The relationship between the individual projects and the program area performance measures is described in **Table 3.8**.

Table 3.7 Occupant Protection Performance Measures

Performance Targets	Performance Measures
Reduce unrestrained occupant fatalities by 5 percent from 20 (2010 to 2014 average) to 19 by 2017.	Number of unrestrained passenger vehicle-occupant fatalities (all seat positions).
Increase the statewide-observed safety belt use rate for front seat occupants in passenger vehicles from 86.7 percent in 2015 to 90 percent in 2017.	Statewide-observed safety belt use rate for front seat occupants in passenger vehicles.
Increase safety belt use among pickup truck drivers, as measured by observations, from 72.3 percent in 2015 to 80 percent in 2017.	Percent of pickup truck drivers observed using safety belts.
Increase awareness of the Click It or Ticket slogan, as measured by a DMV intercept survey, from 89.5 percent in 2015 to 92 percent in 2017.	Percent of DMV Intercept survey participants aware of the "Click it or Ticket" slogan.
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 41.1 percent in 2015 to 45 percent in 2017.	Percent of DMV Intercept survey participants who believe a ticket is likely "Always" or "nearly Always" for failure to wear a safety belt.

Projects and Funding

The 2017 HSP identified 19 occupant protection projects to address the above performance measures and make progress towards the targets. **Table 3.8** lists the 19 projects; the relevant performance measures; the funds obligated to each project; and the project status.

Performance Results

In 2016 unrestrained occupant crashes made up about 29 percent of all fatalities. **Table 3.8** summarizes the 19 occupant protection projects completed in 2017.

Table 3.8 FFY2017 Occupant Protection Projects

Project ID	Project Title	Related Performance Measure(s)	Funding Source	Funds Obligated (FY 2017)	Project Status
402 OP-17-06	Connecting for Children and Families Primary seat belt education and public outreach	Number of unrestrained passenger vehicle-occupant fatalities (all seat positions). Statewide-observed safety belt use rate for front seat occupants in passenger vehicles. Percent of pickup truck drivers observed using safety belts. Percent of DMV Intercept survey participants aware of the "Click it or Ticket" slogan. 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	\$60,000.00	Completed
402 OP-17-03	Municipalities Seat Belt Law Enforcement Patrols		Section 402	\$289,333.86	Completed
402 OP-17-05	Municipalities Child Passenger Safety (CPS)		Section 402	\$194,943.58	Completed
402 OP-17-04	Buckle Up Saves Lives		Section 402	\$25,000.00	Completed
402 OP-17-07	State Agencies (RISP) Rollover Simulator Demonstrations		Section 402	\$16,400.00	Completed
402 OP-17-09	State Agencies (RISP) Child Passenger Safety (CPS)		Section 402	\$2,500.00	Completed
402 OP-17-10	State Agencies (RISP) Seat Belt Law Enforcement Patrols		Section 402	\$11,000.00	Completed
402 OP-17-02	Creative Media (OP)		Section 402 Section 405B	\$100,000.00	Completed
402 PM-17-02	Paid Media (OP)		Section 402 Section 405B	\$201,250.00	Completed
402 OP-17-11	RI Hospital Child Passenger Safety in Rhode Island		Section 405B	\$109,719.00	Completed
M2HVE-17-03	State Agencies (URI) Seat Belt Law Enforcement		Section 405B	\$996.00	Completed
M2PE-17-05	African Alliance (AARI) Seat Belt Education		Section 405B	\$12,421.90	Completed
M2PE-17-08	CIOT DMV Intercept Survey		Section 405B	\$11,550.00	Completed
M2PE-17-09	CIOT Observational Surveys		Section 405B	\$64,082.57	Completed

Project ID	Project Title	Related Performance Measure(s)	Funding Source	Funds Obligated (FY 2017)	Project Status
M2PE-17-06	Oasis International Buckle Up Before You Start Up		Section 405B	\$30,080.00	Completed
M2PE-17-04	Paid Media(CPS)		Section 405B	\$25,000.00	Continued in FFY 2018
M2PE-17-07	Providence Community Opportunity Corporation)		Section 405B	\$31,423.19	Completed
M2PE-17-11	Student Safety Education		Section 405B	\$25,000.00	Consider for FFY 2018
402OP 17-08	GENESIS Student Leadership		Section 402	\$20,344.00	Completed

Project Descriptions

The following area descriptions of the occupant protection projects, including the project title and outcomes of the project over the 2017 fiscal year.

		Project Description
Project Number:	402OP-17-03	<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 23 to June 5, 2017 and three state mobilizations (Thanksgiving holiday travel, November 23 to 29, 2016; March 21 to 27, 2017; and September 19 to 28, 2017). 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 5,664 citations for violation of the seat belt law in FFY 2017 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 88.3% reported in FFY2017</p>
Project Title:	Municipalities Seat Belt Law Enforcement Patrols	
Project Number:	402OP-17-10	<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 23 to June 5, 2017 and three state mobilizations (Thanksgiving holiday travel, November 23 to 29, 2016; March 21 to 27, 2017; and September 19 to 25, 2017).</p> <p>Performance: The RISP issued 935 seatbelt violations in FFY 2017 on OHS grant-funded details. Seat belt enforcement increased nearly 20% from the previous year. This increase also contributed with municipal departments efforts to obtain the all-time high seat belt compliance rate of 88.3% for FFY2017.</p>
Project Title:	State Agencies (RISP) Seat Belt Law Enforcement Patrols	
Project Number:	402OP-17-05	<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. As can be seen in Table 5.4 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 or to the Vermont Office on Highway Safety CPS Conference in 2016. The amounts allocated to each municipality were determined based on the problem identification, citation and detail history, ability to deploy details, and overall community targeted safety needs. Law Enforcement CPS details will be supported with 163,932.00. Car seats were purchased by each department to distribute at a cost of 20,732.80. Budgeted funds of 3,978.00 will support CPS training and supplies.</p> <p>Performance: This project provided funds for municipal police departments with CPSTs to conduct CPS clinics. Funding was</p>
Project Title:	Municipalities Child Passenger Safety (CPS)	

	Project Description
	<p>included to send CPSTs to the Rhode Island Safe Kids one-day "Technical Update" where they could earn the six Continuing Education Units required for biannual renewal of certification. Forty-nine CPSTs representing 24 municipal police departments successfully completed the "Technical Update." More than 1,400 child safety seats were installed by municipal police department CPSTs in FFY 2017.</p> <p>In FFY2017 1877 seats were checked or installed by municipal law Enforcement departments. The municipal departments also worked with several area groups to check seats, install seats and provide seats for low-income families. In the municipality of Westerly alone, 40 booster seats were provided for distribution to low-income families.</p>
<p>Project Number: 402OP-17-09</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. Funding was included to send CPSTs to the Rhode Island Safe Kids one-day "Technical Update" on June 2nd, 2017, where they could earn the six Continuing Education Units required for biannual renewal of certification. Five CPSTs from the RISP successfully completed the "Technical Update."</p>
<p>Project Number: M2CPS-17-01</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 solicited applications from organizations affiliated with a Level 1 Trauma Center to provide car seats and booster seats to needy families, consistent with Section 405B rules, by conducting outreach targeting families participating in WIC and Food Stamp programs. In accordance with the Section 405B regulation, no more than five percent of 405B funds will be expended on car seats.</p> <p>OHS reimbursed Safe Kids Rhode Island for the expenses related to providing a full-time CPST at a pediatric office to assist families with car seat installation and use. Families coming to the pediatric practice for a regularly scheduled appointment will be able to have their car seat installation checked by the CPST. The CPST also answered caregivers' questions about child restraints and provided families with educational materials. Safe Kids Rhode Island evaluated 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 were provided with a backless booster seat. This award encompassed 20 percent of the Director's salary and 100 percent of two part-time program coordinators from LifeSpan.</p> <p>Performance: Rhode Island hospital injury prevention / Safe Kids program preformed approximately 106 seat checks and distributed in excess of 350 car seats to deserving families. These efforts were only part of the more than a thousand seats</p>

		Project Description
		provided to low-income families at additional events not funded by NHTSA.
Project Number:	M2 PE-17-09	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. Performance: The 2017 statewide seat belt use rate for Rhode Island is 88.3 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 88.3 percent this year. The most recent belt use rate showed nearly a full percentage point increase from June 2016.
Project Title:	CIOT Observational Surveys	
Project Number:	402PM-17-02 and M2PE-17-03	OHS developed and implemented a statewide paid and earned media campaign for the CIOT campaigns scheduled for November 2016, March 2017, May 2017, and September 2017. 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. Performance: The RDW Group submitted the "Paid Media Report" evaluation for inclusion in the FFY 2017 Annual Report
Project Title:	Paid Media (OP)	
Project Number:	M2PE-17-08	"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, 2017 to June 5, 2017. Performance: Results indicate that self-reported belt use increased slightly from Wave 1 to Wave 2. More than eighty percent (83.8%) of respondents reported "Always" wearing their seatbelt in Wave 1 increasing to 84.8 percent in Wave 2. The percentage of respondents indicating that the chance of getting a ticket was "Always" or "Nearly Always" was similar for both Waves: 39.7% in Wave 1 and 40.7% in Wave 2. The percentage of respondents indicated State police enforced the seat belt law "Very Strictly" decreased from 35.2% in Wave 1 to 30.2% in Wave 2; whereas, Local police showed no change (from 30.0% in Wave 1 to 30.2% in Wave 2). Awareness of the safe driving messages showed a small increase from Wave 1 to Wave 2. The number of respondents that reported having "seen or heard anything" about extra belt enforcement increased from 50.1% to 53.1%, 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 high during both Waves (89.5% in Wave
Project Title:	CIOT DMV Intercept Survey	

	Project Description
	1 and 89.8% in Wave 2).
<p>Project Number: 402SA-17-07</p> <p>Project Title: State Agencies (RISP) – Rollover Simulator Demonstrations</p>	<p>OHS worked 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) attended the events. If a program manager was not available, OHS funded for two RISP officers for the event.</p> <p>This office has noticed a steady increase in Rollover requests with the addition of our new 2014 Rollover Simulator. The State Police has posted a Rollover Request form link to the Department web site for the general public to make requests directly without the need for telephone or personal contact. The Simulator and tow vehicle are utilized by the Rhode Island State Police for many functions to include; school career and safety fairs, college demonstrations, high school football games, Pawtucket Red Sox safety events, church safety events, touch-a-truck details, Construction Career Days, municipality safety days for local law enforcement and fire agencies, and numerous other events. As the Rollover Simulators' popularity increases, so do the requests for its presence.</p> <p>The Rhode Island State Police has trained and certified a large group of Troopers on mechanics, operation, and presentation for "Rollover Simulator" demonstrations. These demonstrations present a graphic depiction, without the risk on human life, of the consequences of not properly wearing a safety belt while inside a motor vehicle. For each detail – two Troopers are assigned, no exceptions. The Planning and Research Unit requires one Rollover Check Sheet be completed for each detail by assigned Troopers. This check sheet includes mechanic/operative checks before, during, and after the event. These steps are clearly labeled to ensure proper care and maintenance of the simulator. The State Police has received many phone calls, personal letters, and accolades from patrons who have coordinated a Rollover event. Evaluations of this nature from the general public, along with a steady increase in detail requests proves that the Rollover Simulator will continue to grow in popularity and prove a valuable tool in the realm of highway safety education for each member of the community.</p> <p>Performance: The rollover simulator was utilized at numerous safety events and fairs these events included:</p> <ul style="list-style-type: none"> › Click it or Ticket November 22-29, 2017 › Thanksgiving Weekend November 25th to 29th › Drive Sober or Get Pulled Over December 15th 2016 to January 3rd, 2017 › IACP Holiday Lifesafer Weekend December 16th, 2016 to January 2nd, 2017 › Super Bowl February 7th, 2017

		Project Description
		<ul style="list-style-type: none"> › Click It or Ticket March 2017 › Click It or Ticket May 23rd to June 5th › National Enforcement Mobilization May 11th to May 25th › Fourth of July Weekend June 30th to July 5th › Drive Sober or Get Pulled Over August 19th to September 5th › Labor day Weekend September 1st to September 5th › Click It or Ticket September.
Project Number:	M2PE-17-11	<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. 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 considered in FFY 2018.</p>
Project Title:	Student Safety Educational Information (OP)	
Project Number:	M2PE-17-02 M2PE-17-03	<p>OHS will use State of Rhode Island Master Price Agreement to enter into a contract with a public relations firm for creative media services to create and produce ads for major occupant restraint campaigns.</p> <p>Performance: The RDW Group submitted the "Paid Media Report" evaluation for inclusion in the FFY 2017 Annual Report</p>
Project Title:	Creative Media (OP)	
Project Number:	M2PE-17-04	<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 offered the successful elements of past campaigns in conjunction to paid media running nationally.</p>
Project Title:	Paid Media (CPS)	
Project Number:	M2PE 17-07	<p>The Providence Housing Authority through its non-profit organization the Providence Community Opportunity Corporation (PPOC), expanded the previously implemented "Protect Providence with One Click" campaign. The expansion of the PPOC awareness and usage in our urban community by expanding its reach and scope in two ways: including all PHA developments; and by developing an online resource with a smart marketing strategy to expose the community to seatbelt safety messages and overall driving safety cues with an interactive mapping tool of Providence's Top 10 Crash Locations.</p>
Project Title:	Protect Providence with One Click Campaign (Providence Community Opportunity Corporation)	

		Project Description
		<p>Performance: The PPOC campaign focused its outreach and education efforts using several methods in order to maximize the number of individuals reached as well as the project's impact to change how the PHA's multi-cultural residents perceive and regard the importance of seatbelt safety in their community. The PPOC reached 500 individuals through Pre/Post-surveys, 150 residents by meetings, over 10,000 people through looping video advertisements in main administrative offices, management offices and community rooms, 800 people by postings displayed in management offices, 4,000 people via pamphlets, 7,000 through newsletters and 600 people with back to school events. Based in RIPTA estimates there were an additional 30,000 individuals reached by RIPTA bus advertisements. The expansion of the PPOC campaign to the elderly and disabled developments was one of the biggest successes of this program.</p>
Project Number:	M2PE 17-06	<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: Oasis was able to reach 3,210 people through our presentations. This exceeded expectations as church congregations requested the presentation. This was in part because church members had experienced either losing someone in their family or had someone get seriously injured in a car accident due to not using their seat belt.</p>
Project Title:	Buckle Up Before You Start Up (Oasis International)	
Project Number:	M2PE 17-05	<p>The African Alliance of Rhode Island (AARI) is looking to expand its current seatbelt partners from six to eight organizations, including faith-based nonprofit organizations working with youth and families to reach out new participants – young and old with the following cohorts and programs:</p> <ul style="list-style-type: none"> > ESL Programing for Latinos and others at St. Paul's Church > Gilbert Stuart Gentlemen Association > Tabernacle Baptist Church > 11th Annual African Health Summit 2016 > Project Hope, Pawtucket > All National Revival Church, Pawtucket > Team Providence > Green Eagles <p>The project purpose to engage at least 600 persons, young and old, who live, work or worship in Providence and Pawtucket to educate them about the importance of seatbelt usage in reducing fatalities in Rhode Island roads. The program will begin with a "Train the Trainer" session for the contract/coordinators who will lead the dissemination of seatbelt literature at various community events. AARI will conduct a series of workshops in Providence and Pawtucket that focus on the message: "No matter where you sit, think</p>
Project Title:	Seat Belt – Education on Reduction of Fatalities on our Roads (African Alliance)	

	Project Description
	<p>first, embrace life, wear your seatbelt” and make our roads safe. These workshops will begin in March 2016 and will meet Saturdays and some Sundays after service from 10:00 a.m. to 11:30 a.m. twice per month for 6 months. Pastors and Ministers from Faith-Based Organizations will address the congregation about seatbelt safety. Seatbelt Education will be incorporated as well in the curriculum and class discussion of some of the participant organizations. A Pre/Post-questionnaire will be used to measure progress and behavior changes towards seatbelt usage.</p> <p>Performance: Since 2012, AARI has had many successes with seat belt programming with different community of immigrant and refugee communities. AARI planned to continue the momentum through: 1) Gilbert Stuart Gentlemen Association, 2) Lighthouse Ministry Church, 3) 13th Annual African Health Summit 2017. 4) Green Eagles, and 5) Team Providence. AARI seeked to expand on the positive factors from previous grant period and looked to include more family based events and opportunities as well as more workshops that featured interactive components. In addition, AARI expanded current events to ensure the longevity of present programs.</p>
<p>Project Number: 402 OP 17-06</p> <p>Project Title: Connecting for Children and Families Primary seat belt education and public outreach</p>	<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: The program conducted 35 presentations, touched 1,208 participants, and held an additional 19 outreach meetings, which influenced 566-700 additional participants. In these presentations participants were asked questions about Rhode Island's seat belt law and then engaged in meaningful conversation. Through the conversations it was learned that 99% of the participants were aware of the primary seatbelt law. A total of 1,101 of the participants surveyed stated that they wore their seat belts regularly.</p>
<p>Project Number: M2 HVE 17 03</p> <p>Project Title: State Agencies (URI) Seat Belt Law Enforcement Patrols</p>	<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</p>

	Project Description
	<p>nighttime hours, including mandatory participation for the national mobilization, May 18 to 31, 2017 and three state mobilizations (Thanksgiving holiday travel, November 21 to 27, 2017; March 22 to 28, 2017; and September 20 to 26, 2017).</p> <p>Performance: The University implemented their seat belt enforcement program and conducted a September mobilization issuing a total of 27 violations. They worked closely with the OHS to continue this program FFY 2018.</p>
<p>Project Number: 402OP 17-08 Project Title: GENESIS Student Leadership Team: Seat Belt Outreach Presentations</p>	<p>The Genesis Center will use a peer education program to educate the Rhode Island minority population, specifically the Hispanic/Latino and African-American populations. Through presentations, the Student Leadership Team proposes to educate at least 600 minority adults and 100 minority children on Rhode Island primary seatbelt laws and the importance of seatbelt usage. Pre and Post-survey evaluation will determine the effectiveness of the awareness program.</p> <p>Performance: The program conducted 1,626 Pre/Post-surveys, conducted presentation to over 60 classrooms and organizations, and reached a wide range of cultures and ages from 12 – 73 years old. The Family Engagement outreach took place at the College Crusade of Rhode Island and was presented to over 100 people. Many of the students who attended were between the ages of 12 - 19 years of age. They attended the sessions with their parents.</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 of Southern New England 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. OHS intends to support these efforts by developing printed materials to be disseminated at DMV locations to older drivers, leading them toward the free classes and resources offered by AAA of Southern New England.

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. The average annual number of pedestrian fatalities is approximately 11. Bicycle fatalities have been at zero, one or two in each of the last few years, except for 2013 when three bicycle fatalities occurred.

Performance Measures and Targets

Table 3.9 summarizes the pedestrian and bicyclist-related performance measures and targets identified in the 2017 HSP.

Table 3.9 Pedestrian and Bicyclist Performance Measures

Performance Targets	Performance Measures
Reduce the number of pedestrians in fatal crashes by 9 percent from 11 (2010 to 2014 average) to 10 by 2017.	Number of pedestrian fatalities
Maintain the number of bicyclist fatalities at the five-year average of one (2010 to 2014 average) by 2017.	Number of bicyclist fatalities
To decrease by 10 percent the number of pedestrian fatalities with a BAC of 0.08 or greater, from the five-year NHTSA imputed average (2010 to 2014) of 2.8 to 2.5 in 2017.	Number of pedestrian fatalities

Projects and Funding

The 2017 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 2017, OHS completed seven 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 FFY2017 Pedestrian and Bicycle Projects

Project ID	Project Title	Related Performance Measure(s)	Funding Source	Funds Obligated (FY 2017)	Project Status
402 PS-17-02	AAA Northeast Pedestrian Safety& Occupant Protection	Number of pedestrian fatalities Number of bicyclist fatalities	Section 402	\$22,125.00	Completed
402 PS-17-03	Bike Newport Road Share Education	Number of bicyclist fatalities	Section 402	\$50,305.00	Completed
402 PS-17-04	Pedestrian/Bicycle Enforcement Patrols	Number of pedestrian fatalities Number of bicyclist fatalities	Section 402	\$37,720.76	Completed
402 SA-17-01	Cranston Child Opportunity Zone (COZ)	Number of pedestrian fatalities Number of bicyclist fatalities	Section 402	\$31,387.00	Completed
402 PS 17-05	Statewide Smart Cycling Education	Number of bicyclist fatalities	Section 402	\$19,900.00	Completed
402 PM 17-05	Pedestrian Safety Paid Media	Number of pedestrian fatalities	Section 402	\$100,000.00	Completed
402 PS 17-08	Pedestrian Safety Creative Media	Number of pedestrian fatalities	Section 402	\$50,000.00	Completed

Project Descriptions

The following are descriptions of the pedestrian and bicyclist projects, including the project title and outcomes of the projects over the 2017 fiscal year.

		Project Description
Project Number:	402SA-17-01	<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 Family Center/COZ continued to outreach to over 3,000 children and their families through the FFY17 grant year. We focused on seatbelt safety, car seat safety, bicycle safety, pedestrian safety, distractive driving and walking behaviors. Cranston Family Center/COZ distributed 13,854 pieces of printed education material, which focused on improving safety behaviors.</p> <p>The Home Educator program, which is partially financed by this grant, serviced three pre-school classes (ages 3-5yrs) with an average of 15 children per classroom. The program shared age appropriate printed materials and demonstrate safety behaviors in the classroom. In addition, this program serviced 29 families a month through a home visit program. Each home visited had a component which incorporated a safety message and modeled behaviors with children and parents that covered areas such as how to cross the street, the correct way to install a car seat, the proper way to size a car seat for a child and always incorporated seat belt safety. In this grant year, the COZ scheduled and executed over 100 family events, all provided the opportunity to target a specific safety message to all who participated. In surveying 85% of the families found the education material helpful.</p>
Project Title:	Safe Communities Partnership Cranston Child Opportunity Zone (COZ)	
Project Number:	402PS 17-03	<p>OHS will partner with Bike Newport to broaden the reach of the "share the road" and "be safe be seen" message to residents and tourists on Aquidneck Island by increasing outreach through their existing programs, bike safety classes, school assemblies, distribution of information at Bike Rental facilities, Night Bright, Open Garage nights, Police Bike Patrol trainings, as well as print and on-line information regarding bike safety. This activity is different from the other bicycle safety days in that it works directly with a single group (Bike Newport) to bring targeted, effective bicycle safety, outreach and education programming to a city that has had the highest number of bicycle-related fatalities in recent years and also has one of the largest bicycling populations of migrant workers in the state. The educational materials are also published in Spanish to reach the food service workers that travel by bicycle to and from work.</p> <p>Performance: Bike Newport hired and trained 12 instructors.</p>
Project Title:	Bike Newport – Newport Road Share Education	

	Project Description
	<p>All completed Traffic Skills training and one completed the advanced League Certified Instructor training. Roll Model training was also incorporated into all of the educational outreach.</p> <p>Bike Newport also deepened relations with primary community partners, including: the Newport County YMCA, Newport Health Equity Zones (NHEZ), Newport Public Schools, and Newport Housing Authority. Bike Newport partnered with the YMCA to produce Elliot's Ride - community bicycling event with a dedicated 3-mile on-road loop and an on-site Safety Zone where young riders learned helmet fitting, bike check-ups, and safe riding skills. A total of 125 people partnered with NHEZ to provide: 3 classes/discussions for new adult riders, 7 bicycles to neighborhood residents, 80 street signs and route maps, encouraged safe local bicycling and walking guidance to the NHEZ Transportation Work Group regarding safe road skills.</p> <p>In addition, Bike Newport partnered with Newport Public Schools to provide: a 2 6-week session of afterschool programs for Thompson Middle School teaching safe cycling practices and a full-day of in-school safe cycling discussion at Pell Elementary School, which included a distribution of 1,000 safe cycling coloring books. Bike Newport continued to be successful in advancing their engagement of Newport youth through a variety of activities.</p> <p>Bike Newport completed the updated 2017 edition of the Newport County Bicycle Map, including multiple references to road safety, road sharing, and Rules of the Road – and printed 15,000 copies. This map is also available online, and is complemented by the “How to Ride in Newport” posters.</p>
<p>Project Number: 402PS 17-02 Project Title: Pedestrian Safety and Occupant Protection</p>	<p>The AAA Northeast project expand on the success of early – elementary presentations and lessons using a robotic automobile “Buster the School Bus” would be an ideal fit for teaching occupant protection, school bus safety and pedestrian safety to school age children, setting them on their path to safe behavior at an early age. The program would be offered to 150 school locations annually impacting approximately 10,000 students during the grant period. AAA will provide students educational booklets that contain relevant traffic safety laws.</p> <p>Performance: AAA faced challenges as they supported this successful program. There was some difficulty locating someone to run the program but they were able to visit 36 schools reaching 2,115 students.</p>
<p>Project Number: 402PS 17-04 Project Title: Pedestrian/Bicycle Enforcement Patrols</p>	<p>This task will provide funds to enable approximately 10 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. OHS will submit the list of approved departments at a</p>

		Project Description
		<p>later date.</p> <p>Performance: A total of 63 officers issued 125 pedestrian related violations during FFY 2017</p>
<p>Project Number: 402PS 17-05</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: The Rhode Island Bicycle Coalition educated Rhode Islanders on bike safety. This Coalition provided several smart cycling classes, which educated adults and youths. The Rhode Island Bike Coalition enabled partner organizations to expand their contributions for smart cycling and bicycle safety education by funding instructors. Several Scholarships were provided to grow the number of League Certified Instructors (LCI) in Rhode Island and supplementary materials were provided for these classes.</p>
<p>Project Number: 402PM 17-05</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 2017 Annual Report</p>
<p>Project Number: 402PS 17-08</p> <p>Project Title: Pedestrian Safety Creative Media</p>		<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: The RDW Group submitted the "Paid Media Report" evaluation for inclusion in the FFY 2017 Annual Report</p>

3.7 Speed

Problem Statement

Rhode Island has had mixed success in reducing speed-related fatalities, with regular fluctuations in fatalities. In 2016, there were 23 speed related fatalities, the highest number since 2012 when there were 30. OHS completed five speed-related projects in 2017 to help address this issue.

Performance Measures and Targets

Table 3.11 summarizes the speed-related performance measures and targets identified in the 2017 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 speed-related fatalities by 4 percent from 23 (2010 to 2014 average) to 22 by 2017.	Number of speed-related fatalities.

Projects and Funding

The 2017 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 45 percent of fatalities in 2016. The OHS completed five speed projects in FFY 2017 to work toward addressing this number.

Table 3.12 FFY2017 Speed Projects

Project ID	Project Title	Related Performance Measure(s)	Funding Source	Funds Obligated (FY 2017)	Project Status
402 PM-17-03	Paid Media (PT)	Speeding citations issued during grant-funded enforcement activities	Section 402	\$100,000.00	Completed
402 PT-17-02	Creative Media (PT)	Speeding citations issued during grant-funded enforcement activities	Section 402	\$140,000.00	Completed
402 PT-17-03	Municipalities Speed Enforcement	Speed-related fatalities	Section 402	\$317,336.66	Completed
402 PT-17-05	State Agencies (RISP) Speed Enforcement	Speed-related fatalities	Section 402	\$110,600.00	Completed
402 PT-17-06	State Agencies (URI) Speed Enforcement	Speed-related fatalities	Section 402	\$1,507.52	Completed

Project Descriptions

The following are descriptions of the speed projects, including the project title and outcomes of the projects over the 2017 fiscal year.

		Project Description
Project Number:	402PT-17-03	<p>OHS funded implementation of the “Obey the Sign or Pay the Fine” overtime speed enforcement patrols by local city/town police departments. 37 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.</p> <p>Performance: Municipal Police Departments issued 8,759 speeding citations on OHS grant funded details during FFY 2017</p>
Project Title:	Municipalities Speed Enforcement Patrols	
Project Number:	402PT-17-05	<p>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.</p> <p>Performance: The RI State Police issued 2,023 speeding citations on OHS grant funded details during FFY 2017</p>
Project Title:	State Agencies (RISP) Speed Enforcement	
Project Number:	405PT-17-06	<p>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: This project provided OHS funds for URI Police to ticket speeding violators. In FFY 2016 35 citations were issued.</p> <p>Performance: URI issued 16 speeding citations on OHS grant funded details during FFY 2017.</p>
Project Title:	State Agencies (URI) Speed Enforcement	
Project Number:	402PM-17-03	<p>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.</p> <p>Performance: The RDW Group submitted the “Paid Media Report” evaluation for inclusion in the FFY 2017 Annual Report</p>
Project Title:	Paid Media (PT)	
Project Number:	402-PT-17-02	<p>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.</p> <p>Performance: The RDW Group submitted the “Paid Media Report” evaluation for inclusion in the FFY 2017 Annual Report</p>
Project Title:	Creative Media (PT)	

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.

Performance Measures and Targets

Table 3.13 summarizes the traffic records performance measures and targets identified in the 2017 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
The percentage of citation crash records with no missing critical data elements. Once the State completes the crash revision, the State will use the newly MMUCC-compliant data elements for this measure. The State can assess overall completeness by dividing the number of records missing no elements by the total number of records entered into the database within a period defined by the State. The State will increase completeness from zero percent in July 2015 to five percent by September 2016.	Percentage of records.
The percentage of appropriate records in the crash database that are linked to another system or file. Linking the crash database with the five other core traffic records databases can provide important information. The percentage of appropriate records in the crash database that are linked to another traffic records database (e.g., Citation, EMS, Driver, Vehicle, and Roadway). The State will increase integration from zero percent in July 2015 to five percent by September 2016.	Percentage of records.
The percentage of appropriate records in the crash database that are linked to crime data. Linking the crash database with crime data can provide important information. This linkage can be used in order to allocate resources effectively and ultimately reduce traffic crashes throughout the State. The State will increase integration from zero percent in July 2015 to two percent by September 2016.	Percentage of records.

Projects and Funding

The 2017 HSP identified seven 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 seven traffic records projects in FFY 2017 to address the above performance measures and make progress toward the targets.

Table 3.14 FFY2017 Traffic Records Projects

Project ID	Project Title	Related Performance Measure(s)	Funding Source	Funds Obligated (FY 2017)	Project Status
M3DA-17-03	Crash MMUCC Revision	Percentage of records.	Section 405C	\$65,000.00	Will complete in FFY18
M3DA-17-08	State Agencies (HEALTH) Intergration System	Percentage of records.	Section 405C	\$45,600.00	Completed
M3DA-17-04	RI Police Chiefs Association Statewide R	No related PM	Section 405C	\$200,000.00	Completed
M3DA-17-06	Traffic Records Data Warehouse – CDR System Upgrade	Percentage of records.	Section 405C	\$102,773.00	On hold until FFY18
M3DA-17-07	Trauma Registry	Percentage of records.	Section 405C	\$308,727.62	Not completed by request from DOH – lack of capability
M3DA-17-02	TRCC Consultant Services	No related PM	Section 405C	\$19,860.38	Completed
402TR 17-03	CCPRA Data Collection and Community Education Efforts	Percentage of records.	Section 402TR	\$250,000.00	Completed

Project Descriptions

The FFY 2017 HSP project list to address traffic records includes the project number, title, description, and performance.

		Project Description
Project Number:	M3 DA 17-02	The Rhode Island TRCC will retain the services of an outside consultant for a fifth consecutive year. The consultant provides assistance with required TRCC documents (annual grant application, interim progress report, etc.) and advises on many operational aspects of the TRCC. The consultant also will provide meeting minutes following each TRCC meeting.
Project Title:	Traffic Records Coordinating Committee Consultant Services	
Project Number:	M3 DA 17-08	Rhode Island will benefit from increasing efforts to link crash database records to crime database records. Linking the crash database with the five other core traffic records databases can provide important information. For example, a State may wish to determine the percentage of in-State drivers on crash records that link to the driver file. The funds requested would be to pay for the annual maintenance of the system and hosting of the data by the vendor in order to maintain the high degree of security this data necessitates. This project ensures a top-notch EMS electronic reporting system. The percentage of appropriate records in the crash database that are linked to another traffic records database (e.g., Citation, EMS, Driver, Vehicle, and Roadway). Performance: Although this was intended as a program in FFY 2017 the DOH completed the integration in FFY 2016.
Project Title:	Department of Health State Agencies Integration	
Project Number:	M3 DA 17-07	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. 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. 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. Basis for Project: The American College of Surgery, the Institute of Medicine, and various Federal agencies support the development
Project Title:	Trauma Registry	

		Project Description
		<p>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.</p>
Project Number:	M3 DA 17-06	<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 is on hold.</p>
Project Title:	Traffic Records Data Warehouse	
Project Number:	M3 DA-17-03	<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 will be completed in 2018.</p>
Project Title:	Crash MMUCC Revision	
Project Number:	M3 DA 17-04	<p>The Rhode Island Police Chief’s Association (RIPCA) respectfully requested consideration for grant funding to continue with the implementation of a Statewide Records Management, Traffic Records, and Computer Aided Dispatch System (RMS/CAD). The project consolidated all Rhode Island law enforcement agencies onto a single RMS/CAD platform. Updating the system allowed police departments to contribute and receive information from one central records management system.</p> <p>RIDOT/NHTSA will be a true partner and have access to real-time and accurate data. The benefits of a single statewide RMS/CAD were critical to providing increased accuracy in traffic crash data amongst police agencies, providing for responder safety, and reducing long-term costs to all Rhode Island communities.</p> <p>Since 1998, all police agencies, except Providence and New Shoreham, have utilized IMC by Triptych for their RMS/CAD. While one would assume consistent data sharing exists, however this is not the case. The RIPCA recognized this as a problem and undertook an effort to see if it would be feasible to create a single statewide RMS/CAD. After study, it was identified that contracts would be expiring in the next few years and the time was ripe to undertake this statement RMS/CAD development. Additionally, it was identified that the State of Delaware recently completed a similar project, which could act as a model. Any investment would</p>
Project Title:	RIPCA Statewide RMS/Traffic Records System	

		Project Description
		<p>look at the statewide RMS/CAD from a holistic perspective to include the needs of other agencies, such as RIDOT/NHTSA, that would be affected by this system.</p> <p>Performance: The implementation of the Statewide RMS/Traffic Records/CAD system was based on the items identified in the needs assessment and implementation plan. The grant funded a dedicated, high-level project manager to review the RFP (under development) and assist with the selection of the most appropriate vendor which provided and constructed the system. The project manager remained in place through the complete implementation of RMS/CAD to all law enforcement agencies. Funding also provided the hardware (e.g., servers) and software.</p>
Project Number:	402TR 17-03	<p>This project will provide analytics for collected racial profiling data and community outreach to assure the general public of the efficacy of the data and its relevance in decreasing any noticed racial disparities in RI. These funds will also support law enforcement best practice education for traffic stops. This project will provide funds for enhancements to data modules in order to continue collecting data associated with Rhode Island’s Comprehensive Community Police Relations Act of 2015. The new data will be analyzed by Brown University’s policy section at no cost to the OHS. A law enforcement/OHS/community committee is directing the efforts with support from the Governor’s office. All State and municipal departments will be participating in.</p> <p>Performance: During FFY 2017 RI Police Departments and the RISP provided racial profiling data every month in order to facilitate data analytics. Training was provided to all law enforcement agencies and quarterly reports were delivered to agencies and all community partners.</p>
Project Title:	CCPRA Data Collection and Community Education Efforts	

3.9 Young Driver

Problem Statement

Consistent with national trends, young drivers were overrepresented in fatal crashes in Rhode Island when the 2017 HSP was developed. Young drivers aged 16 to 20 years old represented about 5 percent of Rhode Island’s licensed driver population, yet were involved in almost 18 percent of all fatalities in 2016.

Performance Measures and Targets

Table 3.15 summarizes the younger driver performance measures and targets identified in the 2017 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 5 (2010 to 2014 average) or below by 2017.	Number of young drivers (age 16 to 20) involved in fatalities and serious injuries.

Projects and Funding

The 2017 HSP identified three projects to address the above performance measures and make progress towards the targets. **Table 3.14** lists the three 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 2017 to address the above performance measures and make progress toward the targets.

Table 3.14 FFY2017 Young Driver Projects

Project ID	Project Title	Related Performance Measure(s)	Funding Source	Funds Obligated (FY 2017)	Project Status
402 SA-17-02	Young Voice Keeping Young Drivers Safe	Number of young drivers (age 16 to 20) involved in fatalities and serious injuries.	Section 402	\$16,200.00	Completed
164AL-17-04 M2PE-17-10	Youth Educator and Influencer Program (MADD)	Number of young drivers (age 16 to 20) involved in fatalities and serious injuries.	Section 164 Section 405B	\$83,690.44	Completed
402PM-17-04	Occupant Protection, Distracted Driving, and Underage Drinking Paid and Earned Media	Number of young drivers (age 16 to 20) involved in fatalities and serious injuries.	Section 402PM	\$100,000.00	See Media Report

Project Descriptions

The FFY 2017 HSP project list to address young drivers includes the project number, title, description, and performance.

		Project Description
Project Number:	402 SA 17-02	<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 through September 2017. 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 provided comprehensive highway safety trainings for young drivers across Rhode Island engaging over 650 young adults ages 14-24 in Spring and Summer 2017. The multifaceted highway safety program, designed by youth, for youth, featured over 25 highly interactive, youth-led trainings at local high schools, colleges and community organizations. Youth also designed and presented policy recommendations to leaders at RIDOT based on their yearlong research and data collected from workshops. The program met targets for October 2016-September 2017. These included the following:</p> <ul style="list-style-type: none"> • Youth-led trainings that target young drivers at local colleges, high schools and community organizations • A social media campaign that builds on OHS media efforts as articulated in the RI Highway Safety Plan • Supporting our youth to write an educational policy brief to be presented to state-level policymakers, becoming a youth voice that impacts highway safety statewide.
Project Title:	Young Voice Keeping Young Drivers Safe	
Project Number:	164AL 17-04 M2PE 17-10	<p>MADD RI aims to 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 three and one half 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: The Youth Program Coordinator utilized our partnerships with local high school youth prevention coalitions such as SADD, RADO, VAASA, and Youth Taking</p>
Project Title:	Youth Educator and Influence Program (MADD)	

	Project Description
	<p>Action to implement deliverables. The Power of Youth presentations were held at various schools throughout the year, and the Team Spirit Conference was promoted to the participating schools to gain attendance for the conference. Additionally, the Youth Program Coordinator worked with the local Community Prevention Coalitions to support attendance at the events. Various activities and events were held throughout the year for additional education opportunities throughout FFY 2017.</p>
<p>Project Number: 402PM 17-04 Project Title: Occupant Protection, Distracted Driving, and Underage Drinking Paid and Earned Media</p>	<p>This project will provide for placement of media associated with young driver programs in local, schoolspecific media. We will specifically target Young Driver audiences with our Occupant Protection, Distracted Driving, and Underage Drinking media buys. 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 for inclusion in the FFY 2017 Annual Report</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 3.15 summarizes the planning and administration performance measures and targets identified in the 2017 HSP. The relationship between the individual projects and the planning and administration performance measures is described in **Table 3.16**.

Table 3.15 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 2017 HSP.</p> <p>Deliver the FFY 2017 Annual Report by December 31, 2017.</p> <p>Deliver the Federal Fiscal Year 2018 Highway Safety Plan by July 1, 2017.</p>

Projects and Funding

The 2017 HSP identified seven planning and administration projects to address the above performance measures and make progress towards the targets. **Table 3.16** 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 2017, most importantly delivering the 2016 Annual Report and 2018 Highway Safety Plan.

Table 3.16 FFY2017 Planning and Administration Projects

Project ID	Project Title	Related Performance Measure(s)	Funding Source	Funds Obligated (FY 2017)	Project Status
164 PA-17-00 402 PA-17-00 M2X -17-00 M3DA-17-00 M5X-17-00 M8X-17-00 M9X-17-00 F1906CMD-17-00 FESX-17-00 FHX-17-00	Audit Fees	N/A (Administrative Tasks and Expenses needed to support all HSP Performance Measures).	Section 164 Section 402 Section 405B Section 405C Section 405D Section 405E Section 405F	\$5,648.06	Completed
164 PA-17-01 402 MC-17-01 402 OP-17-01 402 PS-17-01 402 PT-17-01 402 TR -17-01 M2X – 17-01 M3DA-17-01 M5IDC-17-01 164AL 17-06 164AL 17-17	Salaries	N/A (Administrative Tasks and Expenses needed to support all HSP Performance Measures).	Section 164 Section 402 Section 402 Section 402 Section 402 Section 402 Section 402 Section 405B Section 405C Section 405D	\$1,542,010.11	Completed

Project ID	Project Title	Related Performance Measure(s)	Funding Source	Funds Obligated (FY 2017)	Project Status
FHX-17-01					
402 PA-17-01	Memberships and Dues	N/A (Administrative Tasks and Expenses needed to support all HSP Performance Measures).	Section 402	\$2,679.00	Completed
402 PA-17-02	Office Equipment	N/A (Administrative Tasks and Expenses needed to support all HSP Performance Measures).	Section 402	\$11,103.24	Completed
402 PA-17-03	Office Supplies	N/A (Administrative Tasks and Expenses needed to support all HSP Performance Measures).	Section 402	\$7,790.59	Completed
402 PA-17-05	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	\$50,882.18	Completed
402 PA-17-06	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 2017 fiscal year.

		Project Description
Project Number:	402PA-17-03	<p>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.</p> <p>Performance: Office supply and equipment needs for FFY 2017 were met.</p>
Project Title:	Office Supplies	
Project Number:	402PA-17-01	<p>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.</p> <p>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.</p>
Project Title:	Memberships and Dues	
Project Number:	402PA-17-06	<p>Funding to support in-state and out-of-state travel for OHS employees to attend highway safety conferences and training sessions.</p> <p>Performance: The Chief of Highway Safety attended TSI trainings on Program Management, Managing Grant Funds, and the GHSA National Summit; All OHS Staff attended TSI’s program management.</p>
Project Title:	Travel and Training	
Project Number:	402PA-17-05	<p>RIDOT OHS will contract for the development and production of the Highway Safety Performance Plan and the Annual Program Evaluation Reports required by NHTSA.</p> <p>Performance: Both plan and report were created internally and supported by VHB as OHS’ paid consultant.</p>
Project Title:	Preparation of Highway Safety Performance Plan and Annual Program Evaluation Report	

		Project Description
Project Number:	M8X-16-01/164PA-16-01/ 402TR-17-01/ M5IDC-17-01/ 402MC-17-01/ M2X-17-01/ 402PS-17-01/ 402PT-17-01/ M3DA-17-01	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 403 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.
Project Title:	Salaries (Distracted Driving, Impaired Driving, Motorcycle, Occupant Protection, Speed, Traffic Records, Pedestrian/Bicycle)	
Project Number:	164PA-17-00/ 402PA-16-00/ M2X-17-00/ M3DA-17-00/ M5X-17-00/ M8X 17 00/ M9X- 17-00	Fees charged by the State of Rhode Island based on cash receipts from NHTSA.
Project Title:	Audit Fees	
Project Number:	402PA-17-02	This project will fund OHS office copier/fax machine lease and maintenance.
Project Title:	Office Equipment	

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4

State Attitudes Survey Report

4.1 Rhode Island Click it or Ticket Campaign 2016 – 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 2017 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 15 – June 4, 2017. 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 (April 24 – April 28, 2017) and the second wave was collected directly after (June 5-9, 2017).

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.

- › Results indicated that self-reported belt use increased slightly (and not significantly) from Wave 1 to Wave 2. More than eighty percent (83.8%) of respondents reported "Always" wearing their seatbelt in Wave 1, which increased to 84.8 percent in Wave 2.
- › The percentage of respondents indicated that the chance of getting a ticket was "Always" or "Nearly Always" was similar for both Waves (39.7% and 40.7% for Waves 1 and 2, respectively).
- › The percentage of respondents indicated State police enforced the seat belt law "Very Strictly" decreased from 35.2 percent in Wave 1 to 32.9 percent in Wave 2; whereas, Local police showed no change (from 30% in Wave 1 to 30.2% in Wave 2).
- › Awareness of the safe driving messages showed a small increase from Wave 1 to Wave 2. The number of respondents that reported having "seen or heard anything" about extra belt enforcement increased from 50.1 percent to 53.1 percent, 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 high during both Waves (89.5% in Wave 1 and 89.8% 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 were a total of 900 survey respondents, 454 pre-campaign and 446 post-campaign.

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

Office Location	Wave 1	Wave 2
Cranston	150	145
Woonsocket	153	151
Middletown	151	150

Table 4.2 summarizes the demographic characteristics of the survey respondents. During both Wave 1 and Wave 2, more than half of respondents (58.6% and 51.2%, respectively) were male. During both waves, the two most common reported age categories for respondents were 21-34 year olds (33.1% in Wave 1 and 31.8% in Wave 2) and 35-49 year olds (25.4% in Wave 1 and 23.5% in Wave 2). The majority of respondents were White for both waves (73.8% in Wave 1 and 71.4% in Wave 2). A similar percent of respondents were Hispanic (14.6% in Wave 1, 18.6% in Wave 2).

Table 4.2 Demographic Characteristics of Survey Respondents

Characteristic	Wave 1	Wave 2
Gender		
Male	58.6%	51.2%
Female	41.4%	48.8%
Total (N)	100% (N=454)	100% (N=443)
Age		
Under 18	2.9%	6.7%
18-20	8.4%	9.4%
21-34	33.1%	31.8%
35-49	25.4%	23.5%
50-59	17.9%	14.6%
60+	12.4%	13.9%
Total (N)	100% (N=453)	100% (N=446)
Race		
White	69.6%	68.2%
Black	8.9%	7.7%
Asian	3.7%	4.2%
Am. Indian/Alaskan Native	0.9%	0.9%
Native Hawaiian/Pac. Isl.	0.2%	0.5%
Other	12.4%	15.3%
Total (N)	100% (N=454)	100% (N=446)
Hispanic		
Yes	14.6%	18.6%

No	85.4%	81.4%
Total (N)	100% (N=437)	100% (N=435)

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 90.0 percent in Wave 1 compared to 93.2 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 less often” or “less often” (4.2% vs 3.2% 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	83.8%	84.8%
Nearly Always	6.2%	8.4%
Sometimes	6.7%	5.4%
Seldom	1.6%	0.7%
Never	1.8%	0.7%
Total (N)	100% (N=450)	100% (N=442)
Q9. Compared to the last couple of years, would you say that you NOW wear your seat belt:		
Much Less Often	1.6%	3.0%
Less Often	1.6%	1.2%
About the Same	59.3%	59.9%
More Often	14.3%	11.8%
Much More Often	23.3%	24.2%
Total (N)	100% (N=442)	100% (N=434)

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 (40.7%) compared to Wave 1 (39.7%). **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	25.7%	25.6%
Nearly Always	14.1%	15.1%
Sometimes	36.8%	33.6%
Seldom	15.0%	16.0%
Never	8.5%	9.6%
Total (N)	N=448	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 (63.2%) to Wave 2 (68.9%).

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	63.2%	68.9%
No	36.8%	31.1%
Total (N)	100% (N=435)	100% (N=428)

More than a third (35.2%) of Wave 1 respondents judged that State police enforced seat belt laws "Very Strictly" compared to a slightly smaller percentage of respondents (32.9%) in Wave 2. When asked about severity of enforcement by Local police respondent perceptions of enforcement were similar: 30.0 percent of Wave 1 respondents selected "Very Strictly", compared to 30.2 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	35.2%	32.9%
Somewhat Strictly	43.2%	46.9%
Not Very Strictly	16.4%	13.3%
Rarely	3.9%	5.6%
Not at All	1.4%	1.4%
Total (N)	100% (N=438)	100% (N=429)
Q13. Do you think the local police enforce the seat belt law:		
Very strictly	30.0%	30.2%

Question	Wave 1	Wave 2
Somewhat Strictly	41.4%	42.6%
Not Very Strictly	22.2%	20.5%
Rarely	5.0%	4.9%
Not at All	1.4%	1.9%
Total (N)	100% (N=437)	100% (N=430)

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 (15.7%) compared to Wave 1 (12.6%). More respondents reported receiving a belt ticket at some point For Wave 1 compared to Wave 2 (14.2% and 10.6% 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	12.6%	15.7%
No	87.4%	84.3%
Total (N)	100% (N=443)	100% (N=432)
Q15. Have you ever received a ticket for not wearing your seat belt?		
Yes	14.2%	10.6%
No	85.8%	89.4%
Total (N)	100% (N=445)	100% (N=435)

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 50.1 percent in Wave 1, increasing to 53.1 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 89.5 percent of respondents in Wave 1 and 89.8 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	50.1%	53.1%
No	49.9%	46.9%

	Total (N)	100% (N=449)	100% (N=446)
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Table 4.9 Enforcement Awareness Sources and Messages

Question	Wave 1	Wave 2
Q11a. Where did you see or hear about it?		
Newspaper	20.9%	12.6%
Radio	38.5%	44.2%
Internet	12.1%	16.1%
TV	45.6%	48.8%
Poster	8.8%	8.8%
Billboard	23.4%	21.1%
Police Patrol	18.4%	15.8%
Electronic Message Sign	23.0%	29.5%
Other	4.2%	4.2%
Q11b. What did it say?		
Click It or Ticket	89.5%	89.8%
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%

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 more than 30 percent of respondents (30.7% of Wave 1 respondents, 33.9% 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 (28.8% and 22.7% 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	7.2%	8.1%
\$35-\$50	28.8%	22.7%
\$51-\$65	9.4%	7.8%
\$66-\$85	30.7%	33.9%
\$86-\$115	17.7%	20.4%
Over \$115	6.1%	7.0%
Total (N)	100% (N=361)	100% (N=383)

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 remained relatively stable (9.6 percent in

Wave 1 compared to 9.2 percent in Wave 2). 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” decreased (not significantly) from pre to post (69.3% and 65.0% 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	4.7%	4.5%
Nearly Always	4.9%	4.7%
Sometimes	34.3%	32.1%
Seldom	24.5%	27.4%
Never	31.6%	31.2%
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	2.0%	1.6%
Nearly Always	1.3%	2.5%
Sometimes	9.8%	13.6%
Seldom	17.6%	17.4%
Never	69.3%	65.0%
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 and requiring sub-grantees to adopt similar documentation, continue to monitor Evidence-Based Enforcement practices thus ensuring geo-mapping and hot spot based enforcement is followed.

The sub-grantees are 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. By utilizing data, this will result in the most cost-effective means to reduce incidents of crashes, which result in injury or extensive property damage. Sub-grantees in addition to identifying situations needing extra enforcement must also develop a plan spanning an entire grant year. Once the individual plans are submitted agencies must request funding to 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; (a) 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. (b) Allocation of funding for enforcement based on problem identification and implement effective and efficient strategies and countermeasures. (c) Data Driving Approach to funding law enforcement activities with continued monitoring with the evaluation potential success with continued funding.

1. Municipalities Impaired Driving, Seat Belt Law and Speed Enforcement Patrols (Including Drug Recognition Expert): During the FFY 2017, thirty-eight (38) cities and towns participated in the Office on Highway Safety enforcement grant program in the emphasis area of; Impaired Driving, Occupant Protection and Reducing Speed. The participating agencies followed the local, state and federal guidelines for accepting and spending grant money. The majorities of the agencies participated in the Drive Sober or Get Pulled Over, Obey the Sign or Pay the Fine and the Click-It-or-Ticket

local, state and federal mobilizations. Rhode Island's law enforcement agencies participate in the High Visibility Enforcement – Sustained Enforcement – Placed Based Enforcement and Problem Solving Enforcement models.

- a. Drive Sober: Rhode Island's impaired driving injuries and fatalities remain higher than the national average. The majority of the law enforcement agencies deployed officers monthly, during special events and during the national crackdowns for 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. Law Enforcement agencies worked solo patrols, border to border, and with regional Task Forces. With sixty (60) Drug Recognition Experts among the 39 cities and towns, including the Rhode Island State Police, continue to participate in the Drive Sober Program weekly, monthly, with Task Forces and during national campaigns.
 - b. Click-It-or-Ticket: Rhode Island's occupant protection statewide rate is 88 percent, yet over 50 percent of the fatalities and injuries recorded are not belted. The majority of the law enforcement agencies deployed officers during the five (5) weeks of enforcement; November, March, May and September. Once again, several 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 educate, protect and install child safety seats. Utilizing information obtained during the Law Enforcement Forums, departments added several additional days outside of the national occupant protection enforcement dates with great success.
 - c. Speed Enforcement: Rhode Island's speed related fatalities and injuries are at 36 percent. The majority of the law enforcement agencies deployed officers weekly, monthly, and during the national Obey the Sign mobilization. The speed enforcement funding is the most popular of the three (3) emphasis area programs conducted by law enforcement with the least of money being returned yearly.
2. State Agencies (Rhode Island Municipal Police Training Academy) Law Enforcement Highway Safety Training Coordinator (LEHSTC) including DRE Training and Statewide Program. 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. The LEL is Rhode Island's Drug Recognition Expert and Standardized Field Sobriety Testing Coordinator and is responsible for all aspects of monitoring, training, deployment, reporting, record keeping, travel, etc. The LEL is also responsible for all aspects of the on-line and classroom ARIDE. In FFY 2017 Rhode Island trained sixteen (16) new DRE's, and recertified fifty-four (54) other DRE's. The LEL working with the Department of Health

maintained the certification and recertification of the states 1500 SFST certified officers. Each officer is recertified with a four (4) hour update yearly. Rhode Island trained thirty (30) officers in ARIDE. Rhode Island trained eight (8) new SFST Instructors during the fiscal year.

3. 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.
4. State Agencies (Rhode Island State Police) Impaired Driving, Seat Belt Law and Speed Enforcement Patrols (Including Drug Recognition Expert). The Rhode Island State Police continued as one of the most proactive and productive law enforcement agency outdistancing all agencies in patrol. The State Police participated in all the emphasis area campaigns.
5. 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. During FFY 2017 the BAT Vehicle was deployed to forty-two (42) locations throughout the state. Twenty (20) deployments were for enforcement, sixteen (16) for educational purposes and five (5) for training. The enforcement deployments resulted in eleven (11) individuals submitted to a chemical test, fourteen (14) refused to be tested and were charged and six (6) other individuals charged with other criminal offenses. The BAT was deployed for a total of seven-hundred and ten hours for the entire grant period.
6. Pedestrian / Bicycle Enforcement Patrols – The Office on Highway Safety developed a Pedestrian / Bicycle Safety Enforcement Program during FFY 2017 utilizing all the available resources from NHTSA and active programs from around the nation. The training program included an enforcement decoy pedestrian program along with a media component. Two classroom trainings were conducted and as a result four (4) police agencies conducted enforcement campaigns; Westerly, Warwick, Providence and Central Falls. As a result 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.

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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.

November 2017 Click It or Ticket Enforcement Campaign

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

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

	Exposure	Spots	Bonus Spots	Net Cost
TV	118.3 GRPs	768	n/a	\$38,543.25
Radio	103.2 GRPs	196	48	\$9,010.00
Total				\$47,553.25

December 2017 Alcohol-Impaired Driving Enforcement Campaign

The primary target audience for this campaign was men between the ages of 21 and 49 years old.

Table 6.2 Details of Media Buy for Alcohol-Impaired Driving Enforcement Campaign

	Exposure	Spots	Bonus Spots	Net Cost
TV	533.2 GRPs	4,941	210	\$110,886.75
Radio	656.9 GRPs	1,220	250	\$44,603.75
Online (Pandora)	2,283,333 IMP	N/A	N/A	\$15,000.00
Transit	3,234,544 IMP	N/A	N/A	\$12,000.00
Digital	8,635,093 IMP	N/A	N/A	\$7,500.00
Total				\$188,990.50

January 2017 Alcohol-Impaired Driving Enforcement Campaign

The primary target audience for this campaign was men between the ages of 21 and 49 years old.

Table 6.3 Details of Media Buy for Alcohol-Impaired Driving Enforcement Campaign

	Exposure	Spots	Bonus Spots	Net Cost
Radio	492.0 GRPs	675	135	\$41,503.95
Total				\$41,503.95

April 2017 Pawtucket Red Sox

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

Table 6.4 Details of Media Buy for Pawtucket Red Sox

	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

7

Financial Summary

The Highway Safety Program Cost Summary table for federal fiscal year 2017 follows in Table 7.1.

Table 7.1 Highway Safety Program Cost Summary

	Funding Source	Description	Total	Expenditures	Balance
NHTSA 402					
Planning and Administration					
	PA-2017-17-00-00	Audit Fees	\$1,397.98	\$974.60	\$423.38
	PA-2017-17-01-00	Memberships and Dues	\$2,679.00	\$132.90	\$2,546.10
	PA-2017-17-02-00	Office Equipment	\$11,103.24	\$8,269.04	\$2,834.20
	PA-2017-17-03-00	Office Supplies	\$7,790.59	\$3,801.34	\$3,989.25
	PA-2017-17-05-00	Preparation of Highway Safety Performanc	\$50,882.18	\$39,153.87	\$11,728.31
	PA-2017-17-10-00	BIKE PURCHASES	\$2,600.00	\$0.00	\$2,600.00
	Planning and Administration Total		\$76,452.99	\$52,331.75	\$24,121.24
Occupant Protection					
	OP-2017-17-01-00	Salaries (OP)	\$103,000.00	\$73,977.94	\$29,022.06
	OP-2017-17-03-00	Municipalities Seat Belt Law Enforcement	\$289,333.86	\$206,614.51	\$82,719.35
	OP-2017-17-04-00	Buckle Up Saves Lives and Seat Belt Chal	\$25,000.00	\$0.00	\$25,000.00
	OP-2017-17-05-00	Municipalities Child Passenger Safety (C	\$194,943.58	\$133,924.06	\$61,019.52
	OP-2017-17-07-00	State Agencies (RISP) Rollover Simulator	\$16,400.00	\$6,165.57	\$10,234.43
	OP-2017-17-08-00	Genesis Center - Student Leadership Team	\$20,344.00	\$19,398.71	\$945.29
	OP-2017-17-09-00	State Agencies (RISP) Child Passenger Sa	\$2,500.00	\$770.33	\$1,729.67
	OP-2017-17-10-00	State Agencies (RISP) Seat Belt Law Info	\$11,000.00	\$10,993.24	\$6.76
	Occupant Protection Total		\$662,521.44	\$451,844.36	\$210,677.08
Pedestrian/Bicycle Safety					
	PS-2017-17-01-00	Salaries (Pedestrian/Bicycle)	\$47,914.23	\$47,367.28	\$546.95
	Pedestrian/Bicycle Safety Total		\$47,914.23	\$47,367.28	\$546.95
Police Traffic Services					
	PT-2017-17-01-00	Salaries (Speed)	\$97,000.00	\$79,665.29	\$17,334.71
	PT-2017-17-03-00	Municipalities Speed Enforcement & LIDAR	\$317,336.66	\$295,253.46	\$22,083.20
	PT-2017-17-06-00	State Agencies (URI) Speed Enforcement	\$1,507.52	\$320.00	\$1,187.52
	Police Traffic Services Total		\$415,844.18	\$375,238.75	\$40,605.43
Traffic Records					
	TR-2017-17-02-00	RI Police Chiefs Association - Safety Pa	\$17,933.00	\$16,754.49	\$1,178.51
	Traffic Records Total		\$17,933.00	\$16,754.49	\$1,178.51
	NHTSA 402 Total		\$1,220,665.84	\$943,536.63	\$277,129.21
164 Transfer Funds					
	164PA-2017-17-00-00	Audit Fees	\$2,200.00	\$596.72	\$1,603.28
	164PA-2017-17-01-00	Travel/Training	\$43,815.48	\$768.00	\$43,047.48
	164 Planning and Administration Total		\$46,015.48	\$1,364.72	\$44,650.76
164 Alcohol					
	164AL-2017-17-01-00	Nobidade TV Alcohol Education	\$40,000.00	\$40,000.00	\$0.00
	164AL-2017-17-02-00	Creative Media (AL)	\$249,999.80	\$44,688.63	\$205,311.17
	164AL-2017-17-03-00	Standard Field Soberiety Test Refresher	\$6,940.00	\$2,341.53	\$4,598.47
	164AL-2017-17-04-00	Youth Educator and Influencer Program (M	\$44,174.50	\$38,811.46	\$5,363.04
	164AL-2017-17-06-00	Salaries (Impaired Driving)	\$165,000.00	\$154,720.98	\$10,279.02
	164AL-2017-17-07-00	State Agencies (RISP) RI Impaired Drivin	\$384,000.00	\$130,755.97	\$253,244.03
	164AL-2017-17-08-00	Alcohol Survey	\$11,550.00	\$3,997.68	\$7,552.32
	164AL-2017-17-09-00	Alcohol Program Resources	\$50,000.00	\$0.00	\$50,000.00
	164AL-2017-17-10-00	Incentive Rewards Program (Chiefs Challe	\$3,400.00	\$0.00	\$3,400.00
	164AL-2017-17-12-00	RI Police Chiefs Association - Safety Pa	\$17,933.00	\$16,754.48	\$1,178.52
	164AL-2017-17-13-00	Leadership CommitteStatue/Outreach	\$20,000.00	\$0.00	\$20,000.00
	164AL-2017-17-14-00	Municipalities Surveys	\$10,000.00	\$0.00	\$10,000.00
	164AL-2017-17-15-00	Training/Education/Wet Labs	\$100,000.00	\$0.00	\$100,000.00
	164AL-2017-17-16-00	Criminal Justice Training	\$500,000.00	\$0.00	\$500,000.00
	164AL-2017-17-17-00	Salary	\$500,000.00	\$0.00	\$500,000.00
	164AL-2017-17-20-00	Evaluation - Data and Analyze	\$20,000.00	\$0.00	\$20,000.00
	164 Alcohol Total		\$2,122,997.30	\$432,070.73	\$1,690,926.57

	Funding Source	Description	Total	Expenditures	Balance
164 Paid Media					
	164PM-2017-17-01-00	Paid Media (AL)	\$350,000.00	\$276,401.15	\$73,598.85
	164PM-2017-17-18-00	Creative Media (AL)	\$500,000.00	\$0.00	\$500,000.00
	164PM-2017-17-19-00	Paid Media (AL)	\$583,106.62	\$43,578.93	\$539,527.69
	164PM-2017-17-21-00	Creative Media (AL) - Collateral	\$120,000.00	\$0.00	\$120,000.00
	164PM-2017-17-22-00	Media Supplies/Printing	\$240,000.00	\$0.00	\$240,000.00
	164 Paid Media Total		\$1,793,106.62	\$319,980.08	\$1,473,126.54
	164 Transfer Funds Total		\$3,962,119.40	\$753,415.53	\$3,208,703.87
	M2PE-2017-17-05-00	African Alliance (AARI) Seat Belt Educat	\$12,421.90	\$12,421.90	\$0.00
	405b Low Public Education Total		\$12,421.90	\$12,421.90	\$0.00
	MAP 21 405b OP Low Total		\$12,421.90	\$12,421.90	\$0.00
MAP 21 405c Data Program					
	M3DA-2017-17-00-00	Audit Fees	\$470.09	\$294.52	\$175.57
	M3DA-2017-17-01-00	Salaries (Traffic Records)	\$104,540.87	\$92,060.42	\$12,480.45
	M3DA-2017-17-02-00	TRCC Consultant Services	\$19,860.38	\$0.00	\$19,860.38
	M3DA-2017-17-03-00	Crash MMUCC Revision	\$65,000.00	\$0.00	\$65,000.00
	M3DA-2017-17-04-00	RI Police Chiefs Association Statewide R	\$200,000.00	\$77,790.66	\$122,209.34
	M3DA-2017-17-05-00	LRS Project	\$109,590.44	\$82,650.00	\$26,940.44
	M3DA-2017-17-06-00	CDR System Upgrade	\$102,773.00	\$7,480.00	\$95,293.00
	M3DA-2017-17-08-00	State Agencies (HEALTH) Intergration Sys	\$45,600.00	\$0.00	\$45,600.00
	405c Data Program Total		\$647,834.78	\$260,275.60	\$387,559.18
	MAP 21 405c Data Program Total		\$647,834.78	\$260,275.60	\$387,559.18
MAP 21 405d Impaired Driving Mid					
	M5HVE-2017-17-02-00	State Agencies (RIMPA) Law Enforcement H	\$117,432.26	\$112,524.10	\$4,908.16
	M5HVE-2017-17-03-00	State Agencies (RISP) Impaired Driving	\$171,000.00	\$148,981.12	\$22,018.88
	405d Mid HVE Total		\$288,432.26	\$261,505.22	\$26,927.04
405d Mid ID Coordinator					
	M5IDC-2017-17-01-00	Salaries (Impaired Driving)	\$228,500.00	\$70,331.53	\$158,168.47
	405d Mid ID Coordinator Total		\$228,500.00	\$70,331.53	\$158,168.47
405d Mid Court Support					
	M5CS-2017-17-01-00	State Agencies (AG) Traffic Safety Resou	\$138,723.00	\$133,522.50	\$5,200.50
	405d Mid Court Support Total		\$138,723.00	\$133,522.50	\$5,200.50
405d Mid BAC Testing/Reporting					
	M5BAC-2017-17-01-00	Municipalities Impaired Driving BAT (Bre	\$78,779.00	\$35,646.55	\$43,132.45
	405d Mid BAC Testing/Reporting Total		\$78,779.00	\$35,646.55	\$43,132.45
405d Mid Other Based on Problem ID					
	M5OT-2017-17-02-00	ThinkFast Interactive High School Educat	\$31,292.24	\$31,250.00	\$42.24
	405d Mid Other Based on Problem ID Total		\$31,292.24	\$31,250.00	\$42.24
	MAP 21 405d Impaired Driving Mid Total		\$765,726.50	\$532,255.80	\$233,470.70
MAP 21 405e Distracted Driving					
	M8DDLE-2017-17-01-00	Municipalities Distracted Driving	\$54,470.14	\$54,470.14	\$0.00
	M8DDLE-2017-17-02-00	State Agencies (RISP) Distracted Drivin	\$441.29	\$441.29	\$0.00
	405e DD Law Enforcement Total		\$54,911.43	\$54,911.43	\$0.00
405e Distracted Driving					
	M8X-2017-17-00-00	Audit Fees	\$4.99	\$4.99	\$0.00
	405e Distracted Driving Total		\$4.99	\$4.99	\$0.00
	MAP 21 405e Distracted Driving Total		\$54,916.42	\$54,916.42	\$0.00

	Funding Source	Description	Total	Expenditures	Balance
MAP 21 405f Motorcycle Programs					
	M9MA-2017-17-03-00	Paid Media (MC) Awareness Campaign (May	\$29,243.15	\$0.00	\$29,243.15
	405f Motorcyclist Awareness Total		\$29,243.15	\$0.00	\$29,243.15
405f Motorcycle Programs					
	M9X-2017-17-00-00	Audit Fees	\$50.00	\$0.00	\$50.00
	405f Motorcycle Programs Total		\$50.00	\$0.00	\$50.00
	MAP 21 405f Motorcycle Programs Total		\$29,293.15	\$0.00	\$29,293.15
FAST Act NHTSA 402					
	PA-2017-17-06-00	Travel and Training	\$30,000.00	\$6,896.21	\$23,103.79
	Planning and Administration Total		\$30,000.00	\$6,896.21	\$23,103.79
Motorcycle Safety					
	MC-2017-17-01-00	Salaries (Motorcycle)	\$109,125.55	\$395.61	\$108,729.94
	MC-2017-17-02-00	Creative Media (MC) Awareness Personal	\$50,000.00	\$0.00	\$50,000.00
	MC-2017-17-03-00	Motorcycle Public Education Awareness an	\$30,000.00	\$9,122.49	\$20,877.51
	MC-2017-17-04-00	Paid Media (MC) Awareness Campaign (May	\$65,000.00	\$0.00	\$65,000.00
	Motorcycle Safety Total		\$254,125.55	\$9,518.10	\$244,607.45
Occupant Protection					
	OP-2017-17-02-00	Creative Media OP	\$100,000.00	\$0.00	\$100,000.00
	OP-2017-17-06-00	Connecting for Children and Families Pri	\$60,000.00	\$52,701.23	\$7,298.77
	OP-2017-17-11-00	RI Hospital Child Passenger Safety in Rh	\$109,719.00	\$109,719.00	\$0.00
	Occupant Protection Total		\$269,719.00	\$162,420.23	\$107,298.77
Pedestrian/Bicycle Safety					
	PS-2017-17-02-00	AAA Northeast Pedestrian Safety& Occupan	\$22,125.00	\$9,666.51	\$12,458.49
	PS-2017-17-03-00	Bike Newport Road Share Education	\$50,305.00	\$42,468.28	\$7,836.72
	PS-2017-17-04-00	Municipalities Pedestrian/Bicycle Enforc	\$37,720.76	\$11,470.08	\$26,250.68
	PS-2017-17-05-00	RI Bike Coalition - Statewide Smart Cycl	\$19,900.00	\$11,434.40	\$8,465.60
	PS-2017-17-08-00	Creative Media Pedestrian/Bicycle Safety	\$50,000.00	\$0.00	\$50,000.00
	PS-2017-17-09-00	RI Police Chiefs Association - Safety Pa	\$17,933.00	\$16,754.48	\$1,178.52
	Pedestrian/Bicycle Safety Total		\$197,983.76	\$91,793.75	\$106,190.01
Police Traffic Services					
	PT-2017-17-02-00	Creative Media (PT)	\$140,000.00	\$0.00	\$140,000.00
	PT-2017-17-05-00	State Agencies (RISP) Speed Enforcement	\$110,600.00	\$84,244.32	\$26,355.68
	PT-2017-17-07-00	State Agencies (RIMPA) Law Enforcement H	\$117,430.00	\$62,218.02	\$55,211.98
	Police Traffic Services Total		\$368,030.00	\$146,462.34	\$221,567.66
Traffic Records					
	TR-2017-17-01-00	Salaries (Traffic Records Research)	\$100,000.00	\$3,555.10	\$96,444.90
	TR-2017-17-03-00	CCPRA Data Collection	\$250,000.00	\$57,279.91	\$192,720.09
	Traffic Records Total		\$350,000.00	\$60,835.01	\$289,164.99
Safe Communities					
	SA-2017-17-01-00	Cranston Child Opportunity Zone (COZ) Pa	\$31,387.00	\$16,501.63	\$14,885.37
	SA-2017-17-02-00	Young Voices Keeping Young Drivers Safe	\$16,200.00	\$16,200.00	\$0.00
	Safe Communities Total		\$47,587.00	\$32,701.63	\$14,885.37
Paid Advertising					
	PM-2017-17-02-00	Paid Media (OP)	\$201,250.00	\$48,208.14	\$153,041.86
	PM-2017-17-03-00	Paid Media (PT)	\$100,000.00	\$0.00	\$100,000.00
	PM-2017-17-04-00	Paid Media (YD) Occupant Protection, Dis	\$100,000.00	\$0.00	\$100,000.00
	PM-2017-17-05-00	Paid Media (PS) Pedestrian/Bicycle Safet	\$100,000.00	\$0.00	\$100,000.00
	Paid Advertising Total		\$501,250.00	\$48,208.14	\$453,041.86
	FAST Act NHTSA 402 Total		\$2,018,695.31	\$558,835.41	\$1,459,859.90

	Funding Source	Description	Total	Expenditures	Balance
FAST Act 1906 Prohibit Racial Profiling					
	F1906CMD-2017-17-00-00	Audit Fees	\$100.00	\$23.06	\$76.94
	F1906CMD-2017-17-01-00	Consultant Annual Reports/Maint.	\$374,900.00	\$46,110.93	\$328,789.07
	1906 Collecting and Maintaining Data Total		\$375,000.00	\$46,133.99	\$328,866.01
	FAST Act 1906 Prohibit Racial Profiling Total		\$375,000.00	\$46,133.99	\$328,866.01
FAST Act 405b OP Low					
	M2HVE-2017-17-01-00	Incentive Rewards Program (Chiefs Challe	\$0.00	\$0.00	\$0.00
	M2HVE-2017-17-02-00	State Agencies (RIMPA) Law Enforcement H	\$58,138.23	\$58,044.98	\$93.25
	M2HVE-2017-17-03-00	State Agencies (URI) Seat Belt Law Enfor	\$996.00	\$996.00	\$0.00
	405b Low HVE Total		\$59,134.23	\$59,040.98	\$93.25
405b Low Public Education					
	M2PE-2017-17-01-00	ThinkFast Interactive High School Educat	\$25,700.00	\$25,000.00	\$700.00
	M2PE-2017-17-06-00	Oasis International Buckle Up Before You	\$30,080.00	\$29,965.00	\$115.00
	M2PE-2017-17-07-00	Providence Community Opportunity - Prote	\$31,423.19	\$31,417.52	\$5.67
	M2PE-2017-17-08-00	CIOT DMV Intercept Survey	\$11,550.00	\$11,550.00	\$0.00
	M2PE-2017-17-09-00	CIOT Observational Surveys	\$64,082.57	\$63,992.05	\$90.52
	M2PE-2017-17-10-00	Youth Educator and Influencer Program (M	\$39,515.94	\$39,513.37	\$2.57
	405b Low Public Education Total		\$202,351.70	\$201,437.94	\$913.76
405b OP Low					
	M2X-2017-17-00-00	Audit Fees	\$350.00	\$137.52	\$212.48
	M2X-2017-17-01-00	Salaries (Occupant Protection)	\$20,000.00	\$19,801.35	\$198.65
	405b OP Low Total		\$20,350.00	\$19,938.87	\$411.13
	FAST Act 405b OP Low Total		\$281,835.93	\$280,417.79	\$1,418.14
FAST Act 405c Data Program					
	M3DA-2017-17-07-00	Trauma Registry	\$308,727.62	\$0.00	\$308,727.62
	405c Data Program Total		\$308,727.62	\$0.00	\$308,727.62
	FAST Act 405c Data Program Total		\$308,727.62	\$0.00	\$308,727.62
FAST Act 405d Impaired Driving Mid					
	M5HVE-2017-17-01-00	Municipalities Impaired Driving Law Enfo	\$361,863.72	\$252,275.83	\$109,587.89
	M5HVE-2017-17-04-00	State Agencies (URI) Impaired Driving L	\$2,000.00	\$500.00	\$1,500.00
	405d Mid HVE Total		\$363,863.72	\$252,775.83	\$111,087.89
405d Mid Court Support					
	M5CS-2017-17-02-00	State Agencies (HEALTH) Forensic Toxicol	\$274,343.00	\$265,482.91	\$8,860.09
	405d Mid Court Support Total		\$274,343.00	\$265,482.91	\$8,860.09
405d Mid Paid/Earned Media					
	M5PEM-2017-17-02-00	Paid Media (MC/AL) Impaired Riding Motor	\$441,956.19	\$0.00	\$441,956.19
	405d Mid Paid/Earned Media Total		\$441,956.19	\$0.00	\$441,956.19
405d Mid Other Based on Problem ID					
	M5OT-2017-17-01-00	SIDNE High School Education Program	\$24,000.00	\$1,954.40	\$22,045.60
	405d Mid Other Based on Problem ID Total		\$24,000.00	\$1,954.40	\$22,045.60
405d Impaired Driving Mid					
	M5X-2017-17-00-00	Audit Fees	\$900.00	\$489.44	\$410.56
	405d Impaired Driving Mid Total		\$900.00	\$489.44	\$410.56
	FAST Act 405d Impaired Driving Mid Total		\$1,105,062.91	\$520,702.58	\$584,360.33

	Funding Source	Description	Total	Expenditures	Balance
FAST Act 405e Special Distracted Driving					
	FESDDLE-2017-17-01-00	State Agencies (RISP) Distracted Drivin	\$102,988.86	\$34,966.22	\$68,022.64
	405e DD Law Enforcement Total		\$102,988.86	\$34,966.22	\$68,022.64
405e Distracted Driving					
	FESX-2017-17-00-00	Audit Fees	\$100.00	\$33.46	\$66.54
	405e Distracted Driving Total		\$100.00	\$33.46	\$66.54
	FAST Act 405e Special Distracted Driving Total		\$103,088.86	\$34,999.68	\$68,089.18
FAST Act 405f Motorcycle Programs					
	M9MA-2017-17-02-00	Motorcycle Public Education Awareness an	\$33,940.51	\$0.00	\$33,940.51
	405f Motorcyclist Awareness Total		\$33,940.51	\$0.00	\$33,940.51
	FAST Act 405f Motorcycle Programs Total		\$33,940.51	\$0.00	\$33,940.51
FAST Act 405h Nonmotorized Safety					
	FHTR-2017-17-02-00	Training/Education of LE for Ped Safety	\$100,000.00	\$0.00	\$100,000.00
	405h Training Total		\$100,000.00	\$0.00	\$100,000.00
405h Law Enforcement					
	FHLE-2017-17-01-00	Municipalities Enforcement	\$50,000.00	\$0.00	\$50,000.00
	405h Law Enforcement Total		\$50,000.00	\$0.00	\$50,000.00
405h Public Education					
	FHPE-2017-17-01-00	Public Education	\$50,000.00	\$0.00	\$50,000.00
	405h Public Education Total		\$50,000.00	\$0.00	\$50,000.00
405h Nonmotorized Safety					
	FHX-2017-17-00-00	Audit Fees	\$75.00	\$0.00	\$75.00
	FHX-2017-17-01-00	Salaries (Nonmotorized Safety)	\$23,113.98	\$0.00	\$23,113.98
	405h Nonmotorized Safety Total		\$23,188.98	\$0.00	\$23,188.98
	FAST Act 405h Nonmotorized Safety Total		\$223,188.98	\$0.00	\$223,188.98
	NHTSA Total		\$11,142,518.11	\$3,997,911.33	\$7,144,606.78

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