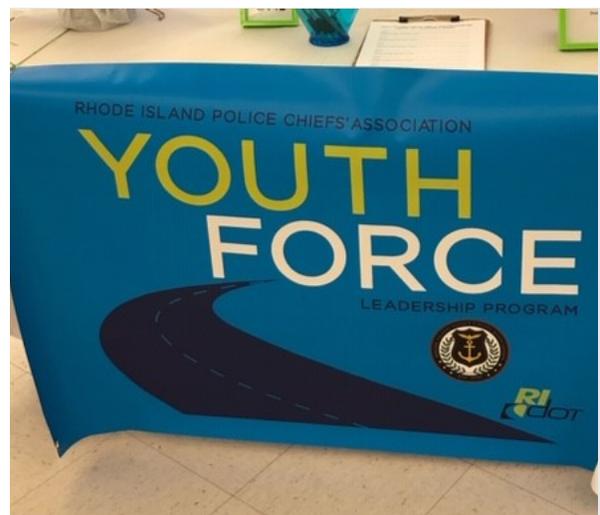
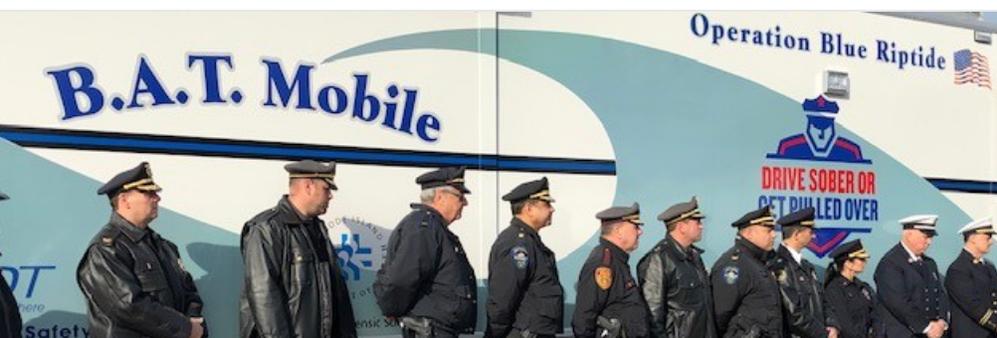


State of Rhode Island



Highway Safety Plan Annual Report Federal Fiscal Year 2019



PREPARED FOR

U.S. Department of Transportation
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Acronym Guide

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

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

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

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1

Highway Safety in Rhode Island

1.1 Executive Summary

This Rhode Island Highway Safety Annual Report for Federal Fiscal Year (FFY) 2019 serves as the State of Rhode Island's assessment of the Highway Safety Plan (HSP) for FFY 2019. 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 2019, the HSP identified ten program areas to focus resources to reduce fatalities and serious injuries. The areas included distracted driving/cell phone use, impaired driving, motorcycles, occupant protection, older drivers, pedestrians and bicyclists, speed, traffic records, young drivers, and planning and administration. Within each area, data-driven performance measures and targets were identified based primarily on 2012 to 2017 trend data. The 12 Core Performance Measures required by the National Highway Traffic Safety Administration (NHTSA) and targets were tracked through the 2019 HSP and are detailed in Table 1.1. Through the implementation of safety activities and projects, Rhode Island is on pace to achieve four of its 12 five-year average targets in Calendar Year 2019. While actual numbers for seven performance areas in 2019 were below the five-year average targets, spikes in 2017 and 2018 mean that only four performance areas met the five-year average target. In instances where target information is not available, it is because the Fatality Analysis Reporting System (FARS) data for Calendar Year 2018 are not available.

This Annual Report:

- › Documents Rhode Island progress in meeting its highway safety targets identified in the 2019 HSP for each of the ten program areas; and
- › Describes projects and activities funded during FFY 2019 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.

As of December 20, 2019, crashes on Rhode Island highways resulted in 58 fatalities and 288 serious injuries. The number of roadway fatalities is similar to the 2018 level, and serious injuries continue to trend downward. Fatalities continue to be lower than the recent high in 2017. In terms of the five-year rolling average, fatalities are slightly higher than the last three years while serious injuries continue to decrease.

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

1. To reduce the number of fatalities and serious injuries on Rhode Island roadways.
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 continues to be reviewed and reinforced. It is our continued goal to create a distinct and workable linear correlation between the HSP and our 2017-2022 SHSP.

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

proposed by TRCC members and voted on based on potential for eliminating system deficiencies. In 2019, progress was made to unify data sources and augment the quality of databases and resources.

In the 2019 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 2019 Highway Safety Annual Report reviews the execution of the FFY 2019 HSP.

1.3 Strategic Partners

During the FFY 2019 planning cycle, OHS reached out to safety stakeholders to gather input on safety problems and effective countermeasures being implemented by other agencies. Opportunities to enhance partnerships and collaboration were also identified. The list of stakeholders working in partnership with the OHS is provided below.

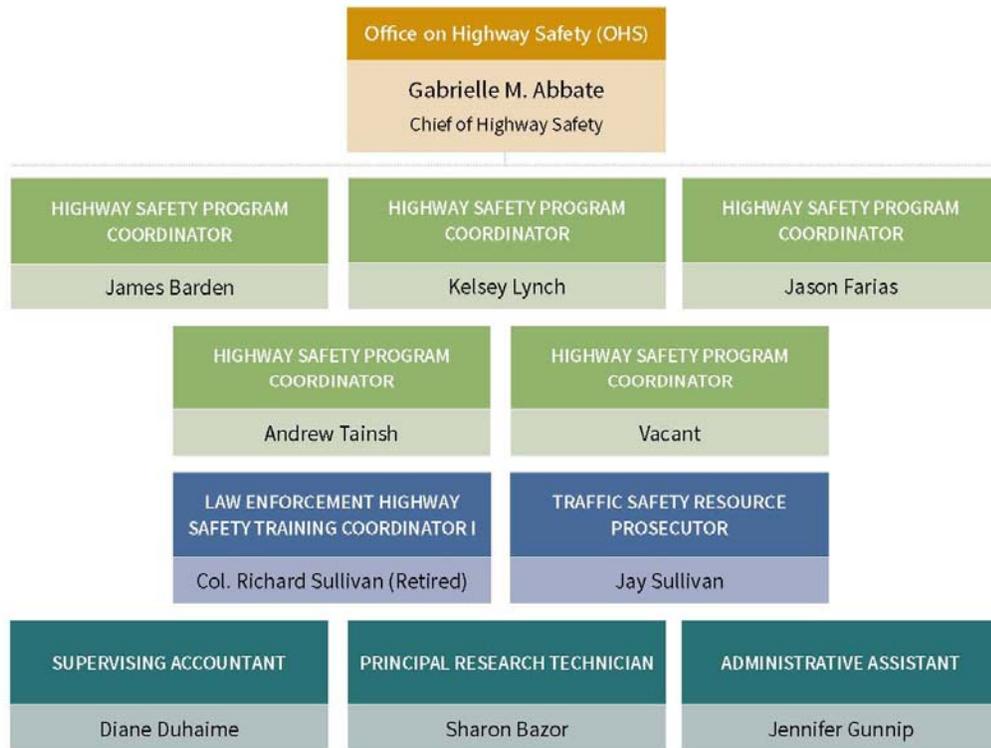
- › American Automobile Association, Southern New England (AAA)
- › Bike Newport
- › Community College of Rhode Island (CCRI)
- › Cranston Child Opportunity Zone (COZ)
- › Mothers Against Drunk Driving (MADD)
- › Rhode Island Bike Coalition
- › Rhode Island Department of Revenue, Division of Motor Vehicles (RIDMV)
- › Rhode Island Department of Health – Prevention and Control
- › Rhode Island Department of Behavioral Healthcare, Developmental Disabilities and Hospitals (BHDDH) Rhode Island Hospital Injury Prevention Center
- › Rhode Island Hospital – Injury Prevention Center
- › Rhode Island Hospitality and Tourism Association – Rhode Island Hospitality Association Education Foundation
- › 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 Student Assistance Services (RISAS)
- › Rhode Island Traffic Tribunal
- › Woonasquatucket River Watershed Council’s Bike Safety Programs
- › Young Voices
- › Statewide Substance Abuse Task Forces

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

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

1.4 Organization and Staffing

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

Figure 1.1 RIDOT OHS Organizational Chart

1.5 Problem Identification

Ten program areas were the focus of the OHS FFY 2019 HSP. The activities and projects identified to address these areas, and the results are detailed in Section 3.0 – Program Areas. These programs included:

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

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

1.6 Legislative Update

- › In 2011, Rhode Island became the 33rd state in the country to enact a primary seat belt law. The law went into effect on June 30, 2011 and was set to expire on June 30, 2013. However, the General Assembly passed a law removing the sunset on the primary seat belt law and changed the fine from \$85.00 for all offenders to \$85.00 for all unbelted passengers up to seven years old and \$40.00 for all offenders eight years of age.
- › The Rhode Island General Assembly modified the Move Over Law to include construction and maintenance vehicles performing work on the side of the road. The “Move Over” law, passed in 2014, requires drivers to change lanes and slow down to help provide a safe work zone for those who make their living within inches of passing traffic.
- › 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. The hands-free mobile device bill was signed into law and took effect on June 1, 2018.
- › In 2017 Rhode Island’s general law was enhanced by mandating that infants and toddlers under the age of two (2) years or weighing less than thirty pounds (30 lbs.) shall be restrained in a rear-facing car seat.
- › In 2018 RI’s Hand Free Law became fully enacted. In 2019, after eliminating some non-approved NHTSA language in our texting law, RI realized additional NHTSA funds in their FFY 2020 HSP for distracted driving efforts.

The OHS established a set of targets for 2019, shown in **Table 1.1**, to improve safety in each of the program areas. The targets are based on a trend from a 2012-2017 five-year average baseline.

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Table 1.1 Performance Trends and Five-Year Average Targets

Performance Measures		2010	2011	2012	2013	2014	2015	2016	2017	2018	Actual 2019 ^a	2019 Target ^b
C-1	Traffic Fatalities (Actual)	67	66	64	65	51	45	51	84	59	58	
	Five-Year Moving Average	73	70	69	69	63	58	55	59	58	60	57
C-2	Serious Injuries (Actual)	542	455	422	366	438	427	407	322	313	288	
	Five-Year Moving Average	U/A	494	473	454	445	422	412	392	381	351	369
C-3	Traffic Fatalities per 100 million VMT	0.81	0.84	0.82	0.84	0.66	0.57	0.64	1.04	0.72	0.71	
	Five-Year Moving Average	0.88	0.85	0.85	0.86	0.79	0.75	0.71	0.75	0.73	0.74	0.72
C-4	Unrestrained Occupant Fatalities	26	23	20	19	10	16	15	24	13	15	
	Five-Year Moving Average	28	26	26	24	20	18	16	17	16	17	16
C-5	Number of Fatalities Involving Driver or Motorcycle Operator with ≥0.08 BAC ^c	27	26	28	23	17	19	19	34	20	N/A	
	Five-Year Moving Average	27	26	28	28	24	23	21	18	22	N/A	20
C-6	Speed-Related Fatalities	33	23	30	17	13	20	23	41	30	13	
	Five-Year Moving Average	31	27	29	28	23	21	21	23	25	25	21
C-7	Motorcyclist Fatalities	15	15	8	11	10	9	4	11	18	13	
	Five -Year Moving Average	14	14	13	14	12	11	8	9	10	11	9
C-8	Unhelmeted Motorcyclist Fatalities	11	8	5	6	7	4	4	5	9	5	
	Five-Year Moving Average	9	8	8	8	7	6	5	5	6	5	4
C-9	Drivers Age 20 or Younger Involved in Fatal Crashes	7	4	4	7	4	6	9	13	5	3	
	Five-Year Moving Average	11	9	7	7	5	5	6	8	7	7	7

Performance Measures		2010	2011	2012	2013	2014	2015	2016	2017	2018	Actual 2019 ^a	2019 Target ^b
C-10	Pedestrian Fatalities	9	14	5	14	14	8	14	21	7	10	
	Five-Year Moving Average	13	13	11	12	11	11	11	14	13	12	12
C-11	Bicyclist Fatalities	2	0	2	3	0	0	2	2	1	0	
	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	78%	80%	78%	86%	87%	87%	88%	88%	89%	88%	92%
	Number of Speeding Citations Issued During Grant-Funded Enforcement Activities	5,802	6,446	7,317	8,446	9,607	6,200	8,092	10,798	9,836	9,732	
	Number of Safety belt Citations Issued During Grant-Funded Enforcement Activities	2,181	2,172	5,958	5,346	2,825	7,099	5,562	5,272	4,444	5,335	
	Number of Impaired Driving Arrests Made during Grant-Funded Enforcement Activities	288	253	417	438	507	404	363	306	257	272	

Source: RIDOT, December 2019; Rhode Island Department of Motor Vehicles, December 2019; FARS, December 2019; 2010 to 2019 Rhode Island Observed Restraint Use Surveys.

a Fatality and Serious Injury statistics based on 2019 preliminary total reported from January 1 to December 20, 2019. Citation statistics based on 2019 preliminary total reported from January 1 to November 7, 2019.

b Based on FFY 2019 Highway Safety Plan.

c NHTSA imputed.

U/A Indicates data not available at this time.

2

Performance Data

2.1 Crash Summary

In Rhode Island, traffic fatalities are similar between 2018 and 2019, while serious injuries continue to decline. Overall, preliminary numbers for Rhode Island show that four of the targets for 2019 will be met. The significant spike in 2017 affects the five-year average performance for the next few years. While seven of the performance areas showed decreases in the actual number for 2019, however, these decreases were not enough to offset the spike in 2017 to move toward the desired five-year average target. We will need to redouble efforts to lower the actual year numbers to help drive the five-year average down.

Table 2.1 provides detail on Rhode Island highway safety trends from the 2012 baseline to 2019 (as data are available). This table details “Select Performance Measures” identified by NHTSA and the Governors Highway Safety Association (GHSA) for measuring progress. **Figure 2.1** to **Figure 2.12** illustrate NHTSA identified Core Performance Measures in detail and include data points, an associated trend line, and one-year achievements for the most recent year for which data are available. For each figure, the 2019 year includes a dot to indicate the five-year average target described in the 2019 Highway Safety Plan. The left column in 2019 is the actual year number while the right column shows the five-year average. If the right column extends above the dot, this indicates the five-year average target was not met. Additional details on meeting the targets and plans to improve performance are provided in the individual program areas in the next chapter.

Table 2.1 Traffic Safety Trends in Rhode Island

Crash Data/Trends	2012	2013	2014	2015	2016	2017	2018^a	2019^b
Fatalities (Actual) ^c	64	65	51	45	51	84	59	58
Fatality Rate/100 Million VMT	0.82	0.84	0.66	0.57	0.64	1.04	0.72	0.71
Number of serious injuries	422	366	438	427	407	322	313	288
Number of fatalities involving driver or motorcycle operator with BAC $\geq 0.08^d$	28	23	17	19	19	34	20	N/A
Number of unrestrained passenger vehicle occupant fatalities	20	19	10	16	15	24	13	15
Number of speed-related fatalities	30	17	13	20	23	41	30	13
Number of motorcycle fatalities	8	11	10	9	4	11	18	13
Number of unhelmeted motorcyclist fatalities	5	6	7	4	4	5	9	5
Number of drivers age 20 or younger involved in fatal crashes	4	7	4	6	9	13	5	3
Number of pedestrian fatalities	5	14	14	8	14	21	7	10
Number of bicyclist fatalities	2	3	0	0	2	2	1	0
Percent observed belt use for passenger vehicles – front seat outboard occupants	78%	86%	87%	87%	88%	88%	89%	88%
Number of safety belt citations issued during grant-funded enforcement activities	5,958	5,346	2,825	7,099	5,562	5,272	4,444	5,335
Number of impaired driving arrests made during grant-funded enforcement activities	417	438	507	404	363	306	257	272
Number of speeding citations issued during grant-funded enforcement activities	7,317	8,446	9,607	6,200	8,092	10,798	9,836	9,732

Source: RIDOT, December 2019; Rhode Island DMV, December 2019; FARS, December 2019; 2012-2019 Rhode Island Observed Restraint Use Surveys.

a Some numbers reported in this FFY 2019 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 2019 FARS data are preliminary at time of reporting.

c 2019 crash statistics reflect preliminary crash totals reported from January 1 through December 20, 2019. Citation statistics reflect preliminary totals reported from January 1 to November 7, 2019.

d NHTSA imputed.

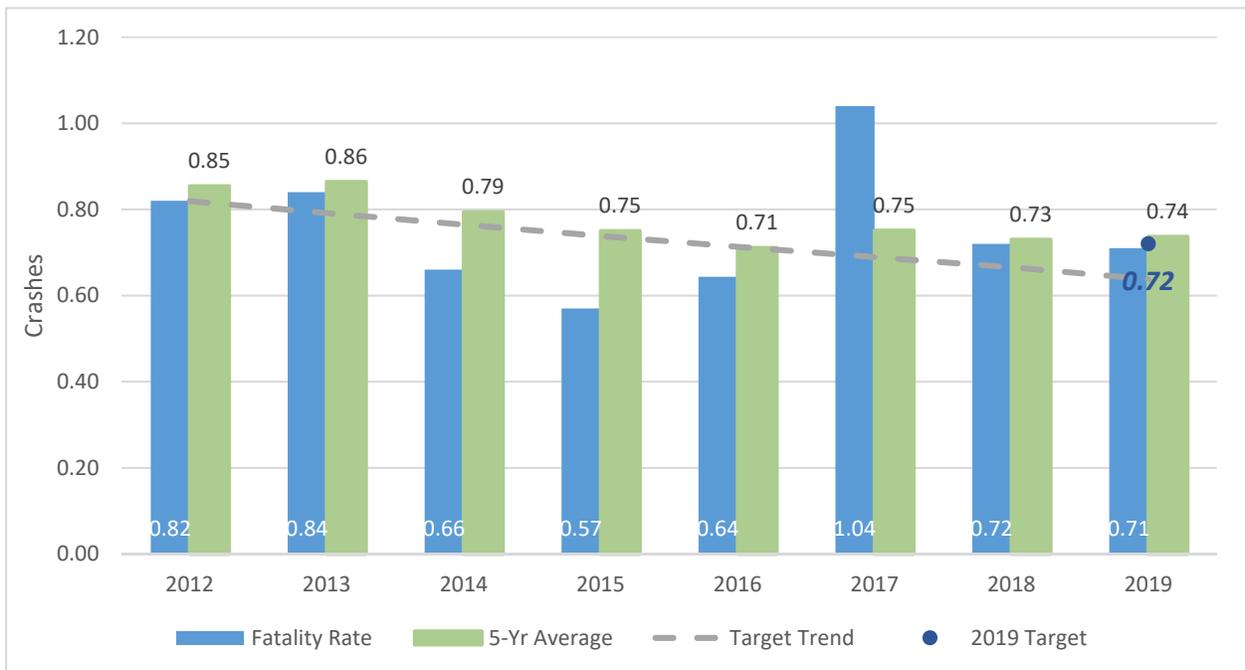
U/A Indicates data unavailable at the time of reporting.

Figure 2.1 Fatalities (2012 Baseline to 2019)



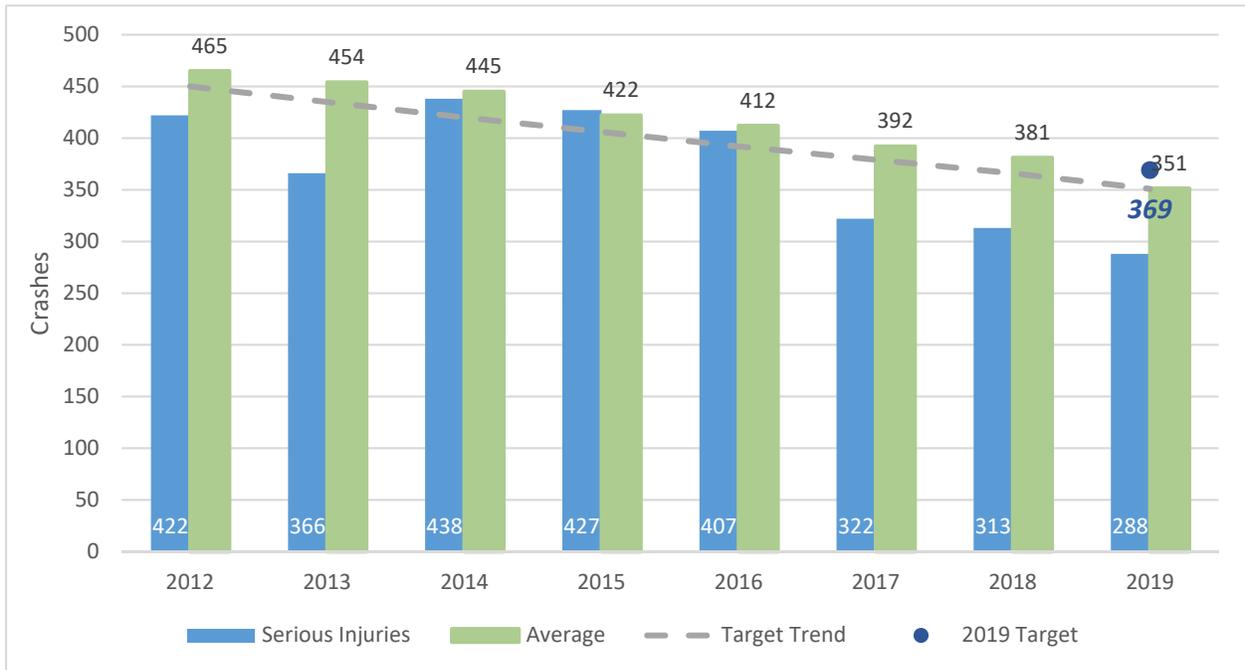
Source: RIDOT/OHS, 2019 and FARS, 2019. 2019 numbers as of December 20, 2019.

Figure 2.2 Fatality Rate per 100 Million VMT (2012 Baseline to 2019)



Source: RIDOT/OHS, 2019 and FARS, 2019. 2019 numbers as of December 20, 2019.

Figure 2.3 Serious Injuries (2012 Baseline to 2019)

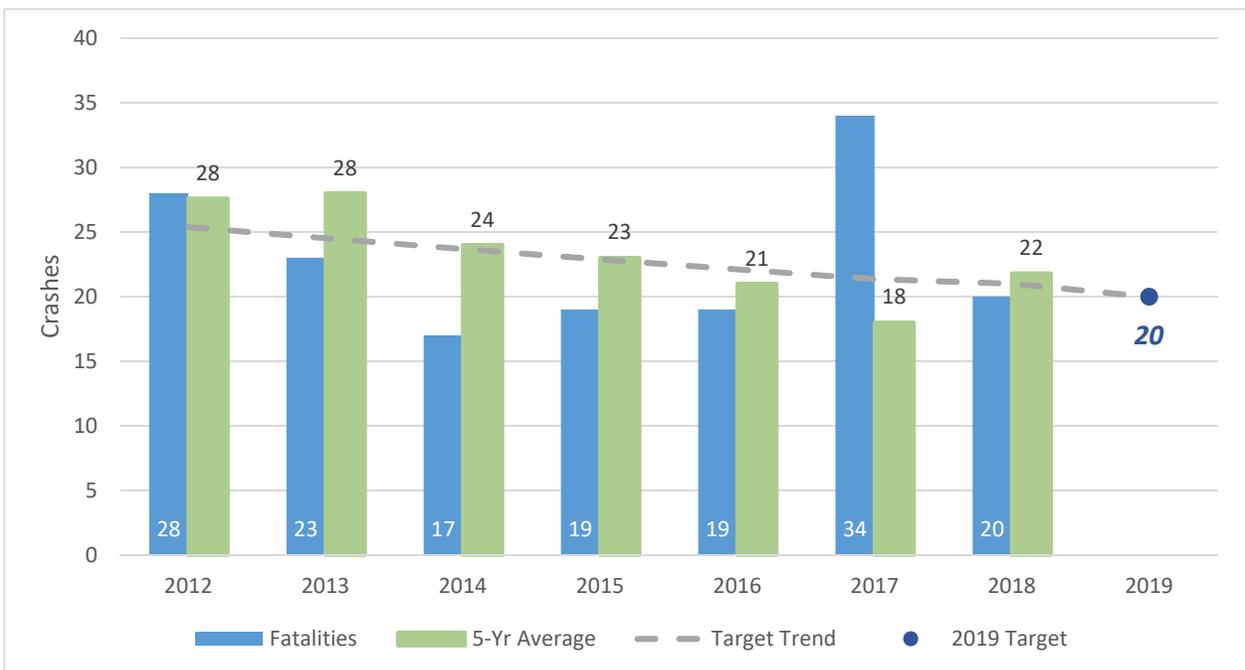


Source: RIDOT/OHS, 2019.

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.

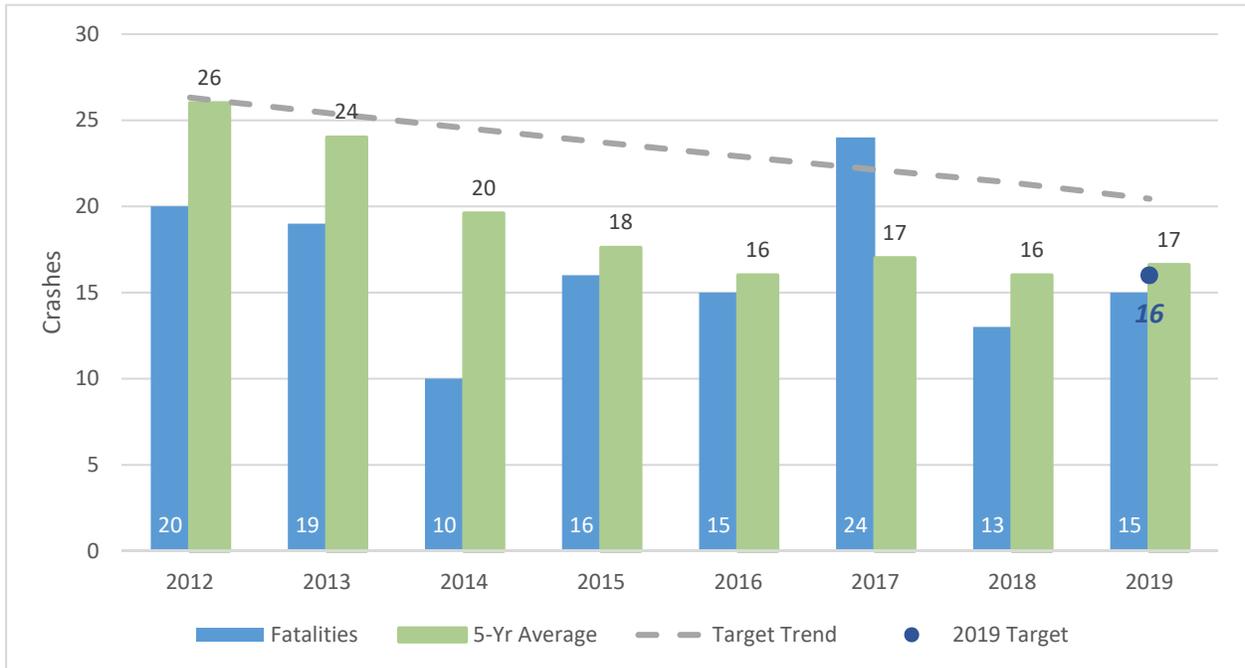
2019 Serious injury data is current as of November 29, 2019.

Figure 2.4 Fatalities Involving Driver or Motorcycle Operator ≥ 0.08 BAC (2012 Baseline to 2019)



Source: NHTSA Imputed Data, 2019.

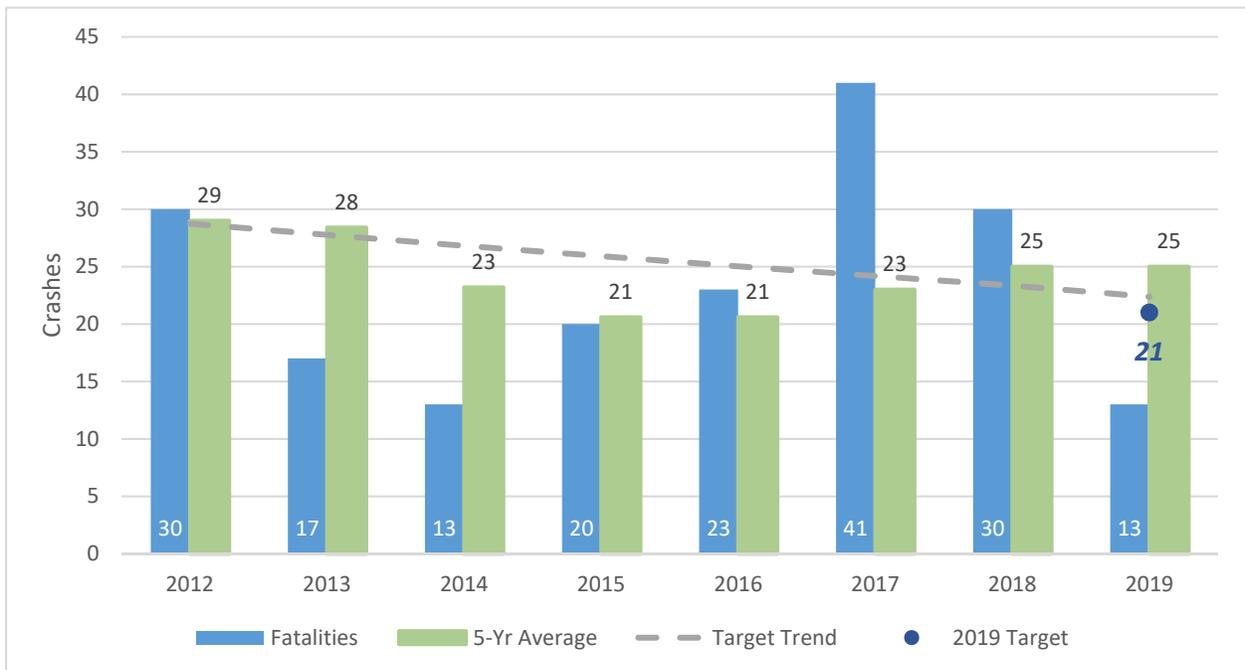
Figure 2.5 Unrestrained Motor Vehicle Occupant Fatalities (2012 Baseline to 2019)



Source: RIDOT/OHS, 2019 and FARS, 2019. 2019 numbers as of December 20, 2019.

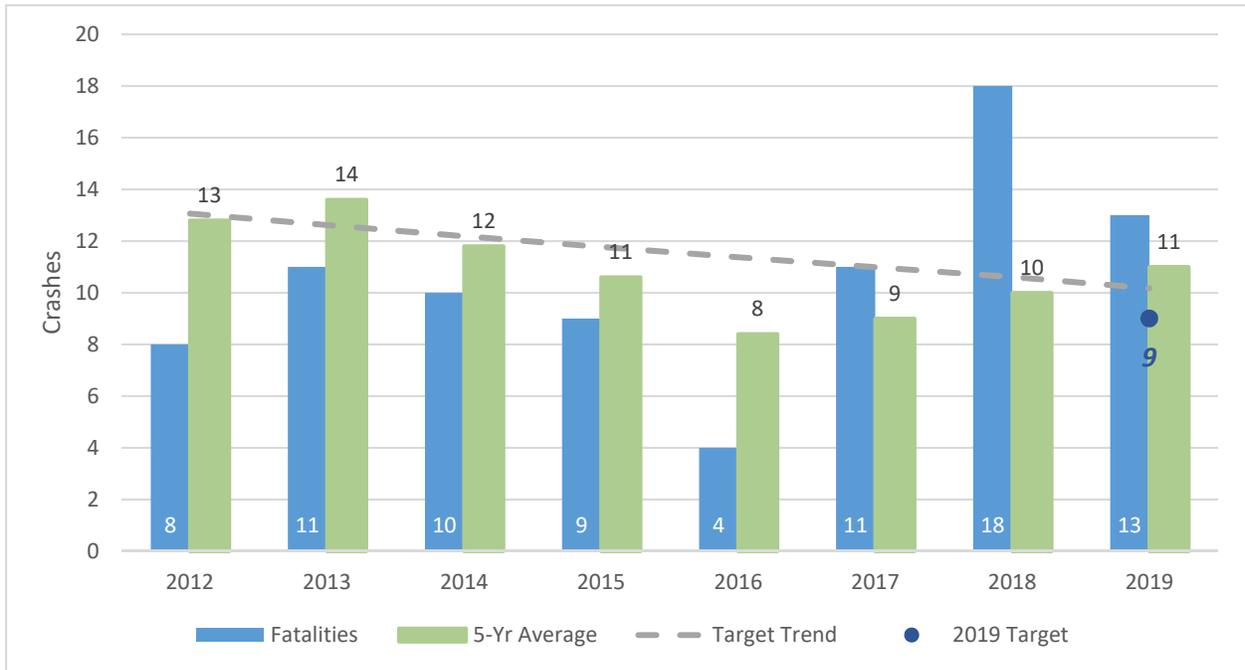
Note: Restraint usage restated to reflect all motor vehicle occupants except buses.

Figure 2.6 Speed-Related Fatalities (2012 Baseline to 2019)



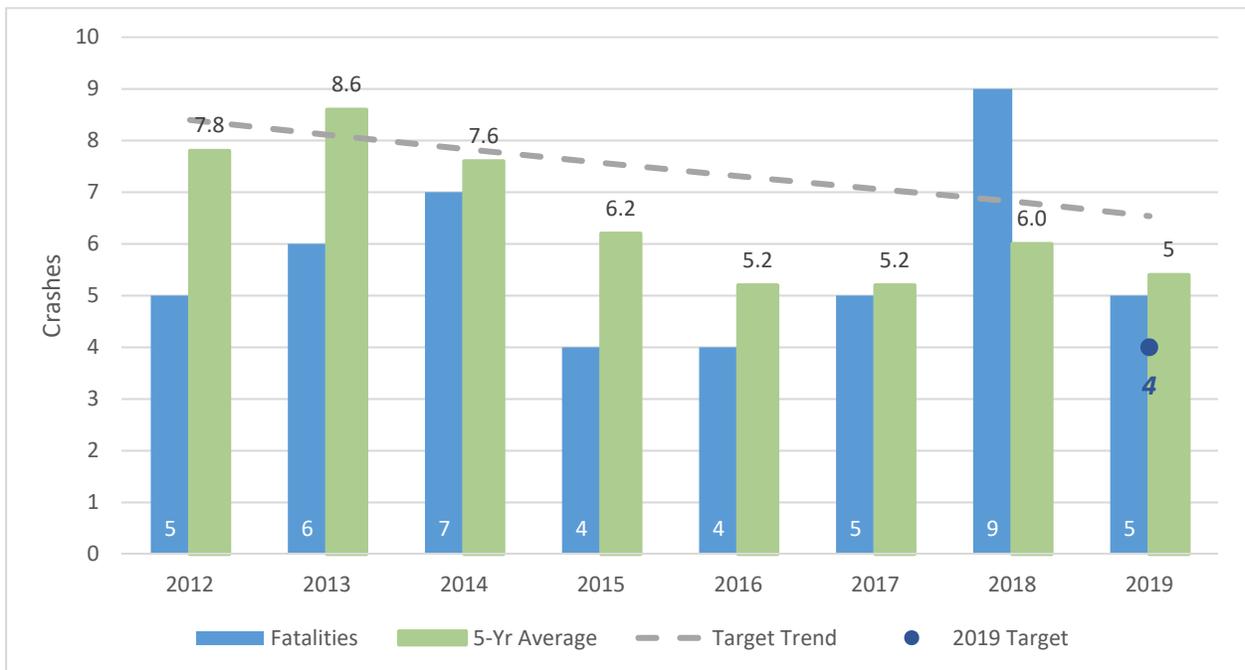
Source: RIDOT/OHS, 2012 and FARS, 2019. 2019 numbers as of December 20, 2019.

Figure 2.7 Number of Motorcyclist Fatalities (2012 Baseline to 2019)



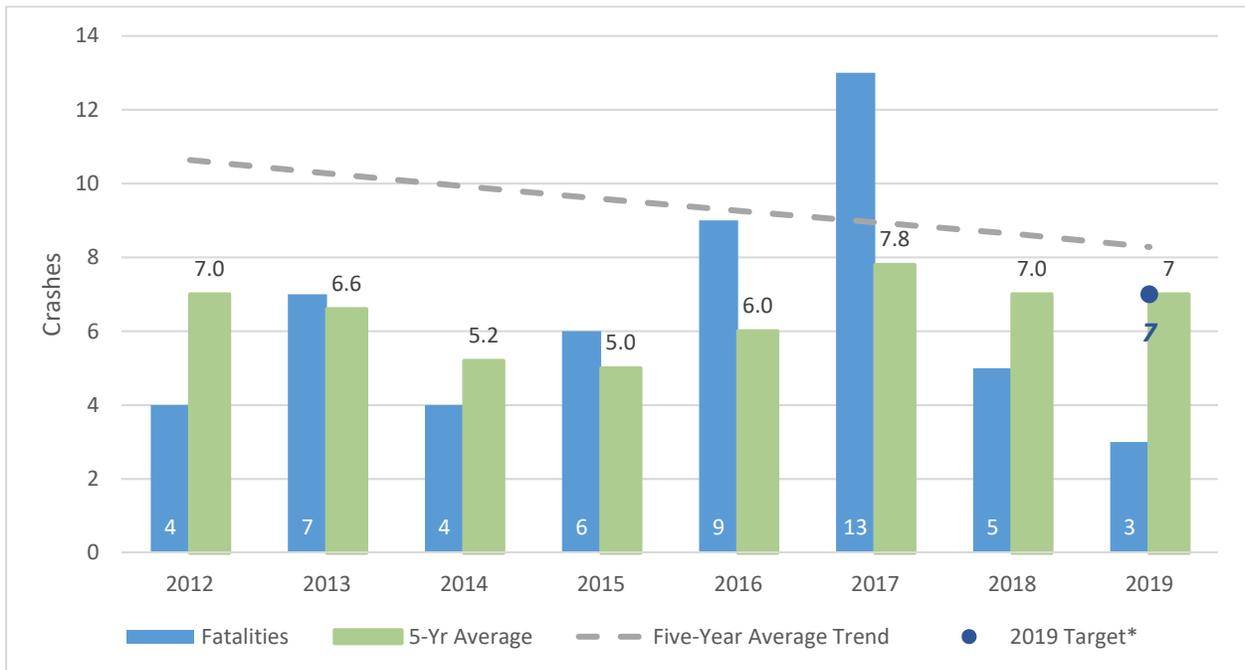
Source: RIDOT/OHS, 2019 and FARS, 2019. 2019 numbers as of December 20, 2019.

Figure 2.8 Unhelmeted Motorcycle Fatalities (2012 Baseline to 2019)



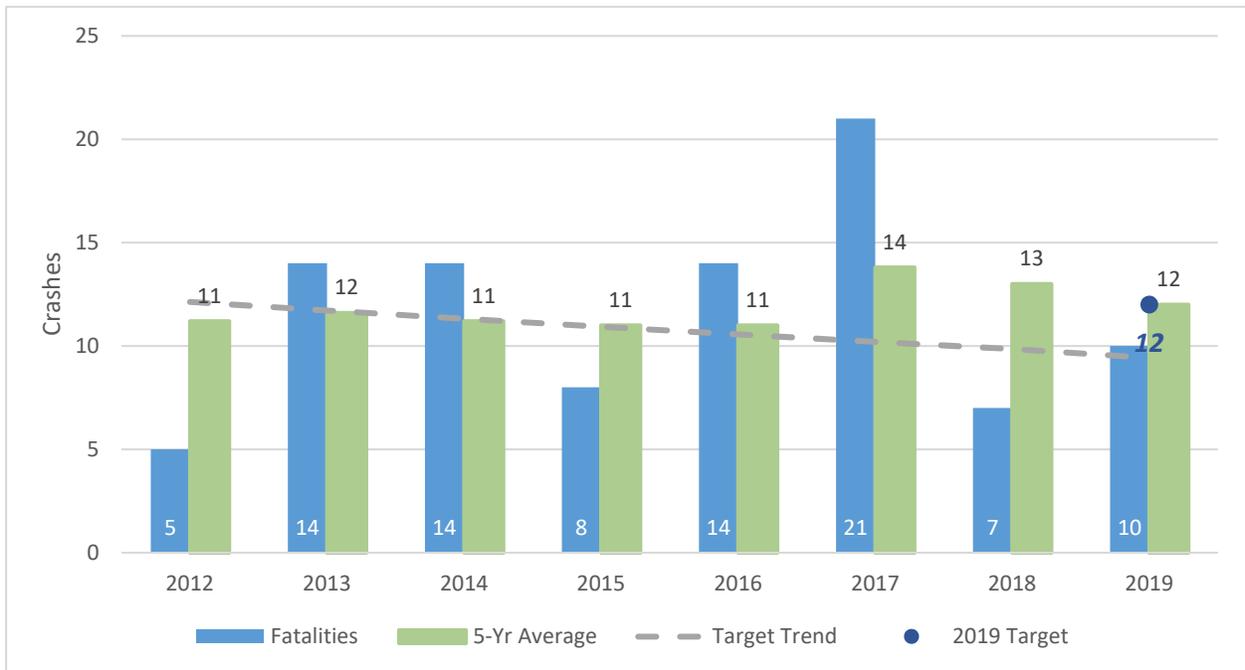
Source: RIDOT/OHS, 2019 and FARS, 2019. 2019 numbers as of December 20, 2019.

Figure 2.9 Drivers Age 20 or Younger Involved in Fatal Crashes (2012 Baseline to 2019)



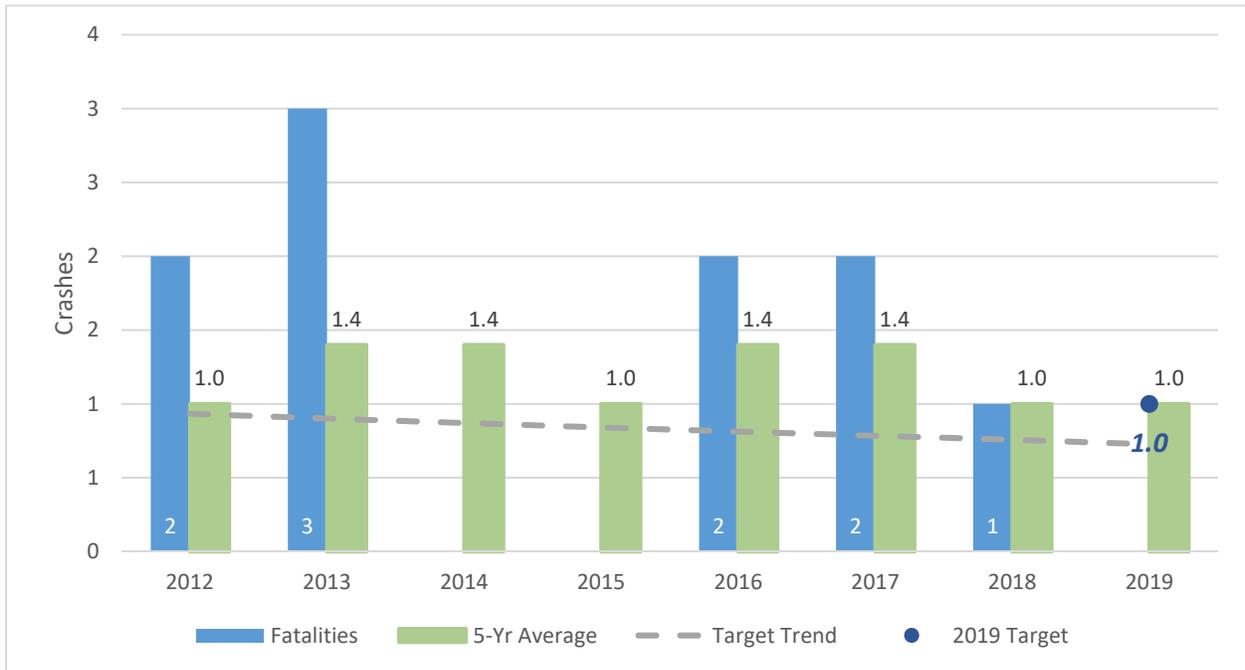
Source: RIDOT/OHS, 2019 and FARS, 2019. 2019 numbers as of December 20, 2019.

Figure 2.10 Pedestrian Fatalities (2012 Baseline to 2019)



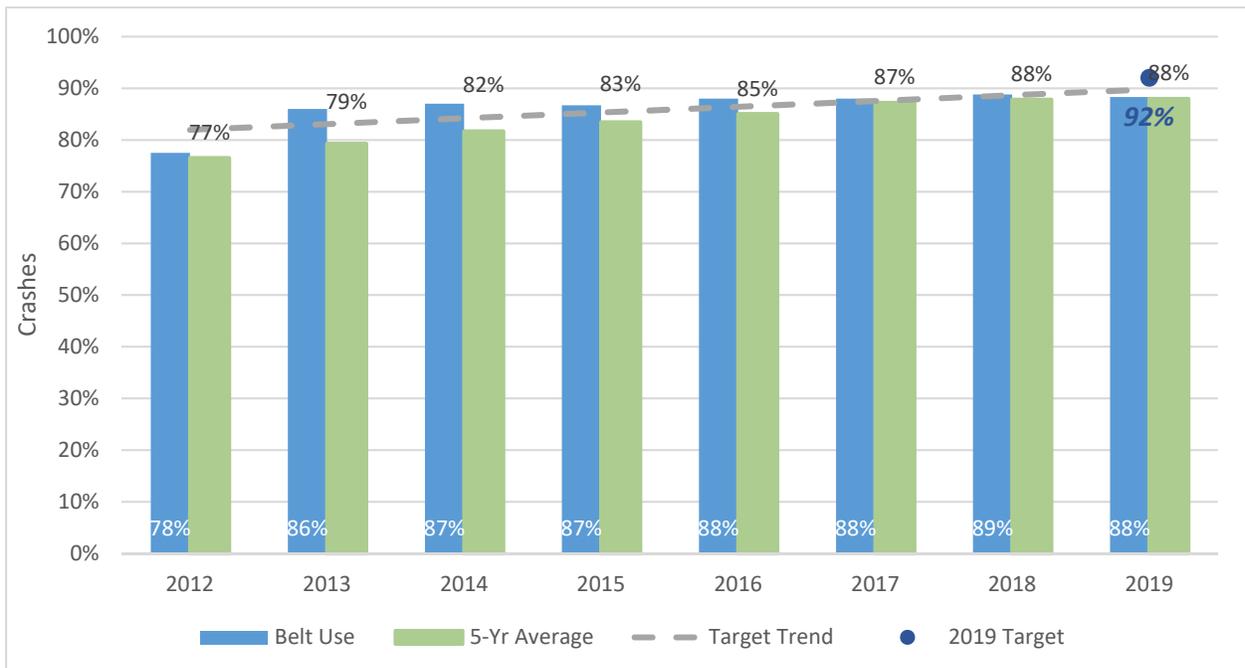
Source: RIDOT/OHS, 2019 and FARS, 2019. 2019 numbers as of December 20, 2019.

Figure 2.11 Bicyclist Fatalities (2012 Baseline to 2019)



Source: RIDOT/OHS, 2019 and FARS, 2019. 2019 numbers as of December 20, 2019. Missing bars indicate that no crashes occurred.

Figure 2.12 Percent Observed Belt Use for Passenger Vehicles (Front Seat Outboard Occupants (2012-2019))



Source: RIDOT/OHS, 2019 and FARS, 2019.

3

Program Areas

The program performance targets and measures, and projects identified for the ten program areas addressed in the FFY 2019 HSP are described in this section.

3.1 Distracted Driving/Cell Phone Use

Problem Statement

Distracted driving crashes are often difficult to identify, as the officers arrive on scene after the fact and are dependent upon the drivers' accounts and recollection of the facts. Self-reported information is statistically unreliable, and it is estimated that cell phone-related crashes are severely underreported. Rhode Island has been collecting cell phone-related crash information since 2011. The performance metric that is used to measure distracted driving performance is a behavioral survey through the DMV. In 2019, 47.2 percent of respondents indicated they never talk on a cell phone while driving. This is an increase from 45 percent from the 2018 survey but still short of the 75 percent target. With the hands-free law, and continued awareness campaign efforts, this will help to promote a cultural shift toward minimizing or eliminating the use of cell phones while driving and push performance toward the target of upwards of 75 percent.

Performance Measures and Targets

Table 3.1 summarizes the distracted driving performance measures and targets identified in the 2019 HSP.

Table 3.1 Distracted Driving Performance Measures

Performance Targets	Performance Measures
Increase the number of DMV survey respondents who never talk on a handheld cellular phone while driving from 32 percent to at least 75 percent.	Percentage of survey respondents who never talk on a hand-held cellular phone. Results of the 2019 survey showed 47.2 percent.

Planned Activities and Funding

The 2019 HSP included nine 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 nine 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 2019 OHS completed nine distracted driving projects to help meet the performance targets.

Table 3.2 FFY2019 Distracted Driving

Project ID	Project Title	Related Performance Measure(s)	Funding Source	Funds Obligated (FFY 2019)	Project Status
FESDDLE 19 02	RISP Enforcement Distracted Driving Campaigns	Percentage of survey respondents who never talk on a hand-held cellular phone.	Section 405E	\$27,000.00	Completed
FESPE 19 01	Creative Media		Section 405E	\$27,000.00	Completed
FESPE 19 02	Paid Media		Section 405E	\$27,000.00	Completed
402 DD 19 02	Collison Reconstruction Unit		Section 402DD	\$1,631.00	Completed
402 DD 19 03	Municipal Enforcement Distracted Driving Campaigns		Section 402DD	\$87,000.00	Completed
402 DD 19 04	RISP Enforcement Distracted Driving Campaigns		Section 402DD	\$36,245.00	Completed
402 DD 19 05	URI Enforcement Distracted Driving Campaigns		Section 402DD	\$1,100.00	Completed
402 DD 19 06	RIPCA Safety Partnership Program		Section 402DD	\$48,925.00	Completed
402 DD 19 07	ThinkFast Interactive High School Education Program		Section 402DD	\$50,000.00	Completed

Project Descriptions

The following are descriptions of the distracted driving projects, including the project title and outcome of the project over the 2019 fiscal year.

Project Number/Title	Project Description
Project Number: FESDDLE 19 02 Project Title: RISP Enforcement Distracted Driving Campaigns	OHS will fund implementation of specific Distracted Driving enforcement patrols by the RISP. Patrols are conducted 24 hours and there is mandatory participation in one annual enforcement period during the month of April 2019. Performance: 135 distracted driving citations were issued during 325 hours of patrol.
Project Number: FESPE 19 01 Project Title: Creative Media	OHS entered into a contract with a public relations firm for creative media to create and produce the ads for the "Hands Free Is the Law" campaign. Performance: Using a State of Rhode Island Master Price Agreement (MPA) vendor to design the creative materials, our primary target audience was adults between 25 to 54 years old, with the secondary target being adults 16 to 24 years old.
Project Number: FESPE 19 02 Project Title: Paid Media	OHS developed and implemented a statewide paid media campaign for the "Hands Free Is the Law" campaign to coincide with the enforcement mobilization scheduled for April 2019, NHTSA's "Distracted Driving Awareness Month." Performance: Using a State of Rhode Island Master Price Agreement (MPA) vendor to place the advertising, our primary target audience was adults between 25 to 54 years old, with the secondary target being adults 16 to 24 years old.
Project Number: 402 DD 19 02 Project Title: Collision Reconstruction Unit	Due to advancing technologies including autonomous and driver assisted vehicles, a new CAN module interface is needed along with the updated cables and software. To increase scene clearance, a Vericom VC4000DAQ for scene friction measurements, scene markers for evidence points and crash recon mathematical software for mobile use are also needed. This will help State Police re-open roads in a more expeditious manner, while obtaining more accurate measurements. Performance: The above referenced equipment was purchased by RISP and is being deployed in crash reconstructions involving distracted driving.

Project Number/Title	Project Description
Project Number: 402 DD 19 03 Project Title: Municipal Enforcement Distracted Driving Campaigns	<p>OHS will fund implementation of a Distracted Driving enforcement effort by local city/town police departments. OHS is expecting participation from potentially 38 communities. Patrols are conducted 24 hours and there is mandatory participation in one annual enforcement period during April 2019. The amounts allocated to each municipality were determined based on the problem need, historical liquidation rates, and amount requested by the enforcement agency. Prior to the start of these enforcement campaigns, departments will attend training.</p> <p>Performance: 1,718 distracted driving citations were issued during 1,916 hours of patrol.</p>
Project Number: 402 DD 19 04 Project Title: RISP Enforcement Distracted Driving Campaigns	<p>OHS will fund implementation of specific Distracted Driving enforcement patrols by the RISP. Patrols are conducted 24 hours and there is mandatory participation in one annual enforcement period during the month of April 2019.</p> <p>Performance: Performance: 135 distracted driving citations were issued during 325 hours of patrol.</p>
Project Number: 402 DD 19 05 Project Title: URI Enforcement Distracted Driving Campaigns	<p>OHS will fund implementation of specific Distracted Driving enforcement patrols by URI. Patrols are conducted 24 hours and there is mandatory participation in one annual enforcement period during the month of April 2019.</p> <p>Performance: 40 distracted driving citations were issued during 201 hours of patrol.</p>

Project Number/Title	Project Description
<p>Project Number: 402 DD 19 06</p> <p>Project Title: RIPCA Safety Partnership Program</p>	<p>Funding will allow the RIPCA to disseminate information from the Office on Highway Safety to all active law enforcement leadership entities and other state agencies (ie; DEM). The RIPCA will also lead a media effort which includes law enforcement safety information by all municipalities. This project supports a portion of the salary of the RI Police Chiefs' Executive Director's salary. It also affords the membership of the RIPCA an opportunity to create and buy media pieces which highlight municipal law enforcement messages and efforts. Any media pieces will be pre-approved by the OHS. Success will be measured by the increased buy in and law enforcement participation by PD Chiefs regarding all highway safety initiatives. The ED will continue to assist our efforts to increase law enforcement traffic safety activities and will also bring our efforts to Law Enforcement leadership. The ED will work as one of the OHS's most cooperative team members and stakeholders. They will supply monthly reports as will all our sub grantees.</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 used 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>

Project Number/Title	Project Description
Project Number: 402 DD 19 07 Project Title: ThinkFast Interactive High School Education Program	Up to 50 high schools and middle schools will be offered the opportunity to experience the ThinkFast Interactive program during the 2019 school calendar. This game show style program blends critical highway safety messaging with engaging pop culture references to command the attention of a school assembly. Programming will be strategically coordinated to precede high-risk weekends (Halloween, homecoming, prom season, etc.). Participants accept the responsibility to complete pre-and post online, knowledge-based evaluation surveys. Performance: <i>ThinkFast Interactive</i> was presented to middle, junior, and high school locations reaching approximately 6,000 young people.

3.2 Impaired Driving

Problem Statement

The 2019 HSP stated that alcohol impaired driving comprised a large share of the State's crash fatalities in recent years. Based on NHTSA imputed numbers in the past few years, almost 40 percent of Rhode Island's fatalities involved a driver or motorcycle rider with blood alcohol concentration (BAC) of 0.08 or above. The spike of 34 impaired driving fatalities in 2017, makes achievement of the 2019 five-year average target of 20 fatalities difficult. There will be a need for sustained performance of lower impaired driving fatalities in the next few years to offset the spike in 2017. Rhode Island plans to conduct continued targeted enforcement as well as targeted outreach campaigns to reinforce responsible driving behavior.

Performance Measures and Targets

Table 3.3 summarizes the impaired driving performance measures and targets identified in the 2019 HSP.

Table 3.3 Impaired Driving Performance Measures

Performance Targets	Performance Measures
Reduce the five-year average impaired driving fatalities by 5 percent from 21 (2013 to 2017 average) to 20 (2015 to 2019 average) by 2019.	Number of fatalities involving a driver or motorcycle operator with a BAC of 0.08 or greater. 2019 numbers are not available at time of publication, however, the spike in 2017 fatalities will make achievement of this target difficult.
Increase the percentage of survey participants responding "Always" or "Nearly Always" to the chances of getting arrested by law enforcement after drinking and driving from 49.6 percent in 2016 to 60 percent in 2019.	Percent of survey participants responding "Always" or "Nearly Always" to the likelihood of getting arrested after drinking and driving was 50.4%.
Increase percent of survey respondents that recognize the DSoGPO impaired driving enforcement slogan from 54.5 percent recognition in 2017 to 65 percent in 2019.	Percent of survey respondents that recognize the impaired driving enforcement slogan. Recognition of this slogan in 2019 was at 63%.

Planned Activities and Funding

The 2019 HSP included 20 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 20 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 2019 OHS identified the following impaired driving projects to help meet the performance targets.

Table 3.4 FFY2019 Impaired Driving

Project ID	Project Title	Related Performance Measure(s)	Funding Source	Funds Obligated (FFY 2019)	Project Status
FDLSP 19 01	Municipalities 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	\$260,963.00	Completed
M6 X 19 01	RI Hospital Trauma Education	Number of fatalities involving a driver or motorcycle operator with a BAC of 0.08 or greater.	Section 405D	\$35,000.00	Continue into FFY 2020
FDLBAC 19 01 164AL 19 08	Municipalities Impaired Driving BAT (Breath Alcohol Testing) Mobile	Number of impaired driving arrests made during grant-funded enforcement activities.	Section 405D Section 164	\$56,500.00 \$135,000.00	Completed
164PM 19 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	\$1,300,000.00	Integrated in general impaired driving paid media

Project ID	Project Title	Related Performance Measure(s)	Funding Source	Funds Obligated (FFY 2019)	Project Status
164PM 19 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	\$870,000.00	Completed
164AL 19 05	Alcohol Survey	Percent of survey participants responding "Always" or "Nearly Always" to the likelihood of getting arrested after drinking and driving.	Section 164AL	\$13,000.00	Completed
FDLCS 19 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	\$140,000.00	Completed
164AL 19 06	Alcohol Program Resources	Percent of survey respondents that recognize the impaired driving enforcement slogan.	Section 164	\$50,000.00	Was not requested
FDLDATR 19 01 164AL 19 03	Municipalities Impaired Driving Law Enforcement Patrols (Including DRE)	Number of impaired driving arrests made during grant-funded enforcement activities.	Section 405D Section 164	\$85,000.00 \$56,000.00	Completed
FDLBAC 19 02	State Agencies (HEALTH) Forensic Toxicologist (TSRFT) and Preliminary Breath Testing	Number of fatalities involving a driver or motorcycle operator with a BAC of 0.08 or greater.	Section 405D	\$65,000.00	Completed

Project ID	Project Title	Related Performance Measure(s)	Funding Source	Funds Obligated (FFY 2019)	Project Status
164AL 19 09	State Agencies (URI) Alcohol Enforcement	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 164	\$7,000.00	Completed
164AL 19 02 164AL 19 15	State Agencies (RISP) Impaired Driving Law Enforcement	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 164	\$171,000.00 \$121,164.00	Completed
164AL 19 04	RIPCA Safety Partnership Program	Number of fatalities involving a driver or motorcycle operator with a BAC of 0.08 or greater.	Section 164	\$48,925.00	Completed
M6 OT 19 01	SFST Training Assessment	Number of fatalities involving a driver or motorcycle operator with a BAC of 0.08 or greater. Number of impaired driving arrests made during grant-funded enforcement activities.	Section 405D	\$40,000.00	Not conducted
164AL 19 14	Leadership Committee Statute/Outreach	Number of fatalities involving a driver or motorcycle operator with a BAC of 0.08 or greater.	Section 164	\$50,000.00	Integrated into FFY 2020 plan

Project ID	Project Title	Related Performance Measure(s)	Funding Source	Funds Obligated (FFY 2019)	Project Status
164AL 19 13 402OP 19 08 402PT 19 10 402DD 19 08 FHLE 19 06	VMS Message Boards	Number of fatalities involving a driver or motorcycle operator with a BAC of 0.08 or greater. Percent of survey respondents that recognize the impaired driving enforcement slogan.	Section 164 Section 402OP Section 402PT Section 402DD Section 405H	\$100,000.00 \$25,000.00 \$25,000.00 \$25,000.00 \$25,000.00	Completed
164AL 19 12	State Agencies (RISP) Crash Reconstruction Equipment	Number of fatalities involving a driver or motorcycle operator with a BAC of 0.08 or greater.	Section 164	\$1,631.00	Completed
164AL 19 11 FDLDATR 19 01	Criminal Justice Training	Number of fatalities involving a driver or motorcycle operator with a BAC of 0.08 or greater. Number of impaired driving arrests made during grant-funded enforcement activities.	Section 164 Section 405D	\$70,000.00 \$70,000.00	Not conducted
164AL 19 10	Training/Outreach/Wet Labs	Number of impaired driving arrests made during grant-funded enforcement activities.	Section 164	\$50,000.00	Not conducted
164AL 19 07	Judiciary Training on Treatment	Number of impaired driving arrests made during grant-funded enforcement activities.	Section 164	\$100,000.00	Not Conducted

Project Descriptions

The following are descriptions of the impaired driving projects, including the project title and outcomes of the projects over the 2019 fiscal year.

Project Number/Title	Project Description
Project Number: FDLSP 19 01 Project Title: Municipalities Impaired Driving Law Enforcement Patrols	<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, 2018 to January 3, 2019 and August 16 to September 3, 2019 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 198 DUI arrests over 3749 hours on OHS grant-funded details during FFY 2019. 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 Number: M6 X 19 01 Project Title: RI Hospital Trauma Education	<p>The OHS will partner with the Chief of Trauma Services, and his staff, at RI Hospital to develop an education program targeting how trauma is created by dangerous driving behavior and the after effects of those actions. We will target the general public and introduce first responder stories as a continued vehicle to share data and we will also work to create a shared data plan since we do not have a statewide trauma registry in RI at this time. We have created this new partnership with RI Hospital's Trauma Center to assist our efforts with serious injury data collection as well as educational efforts to increase awareness of serious injury crashes. The educational program will mirror and complement Dr. Adams' commentary in our 2018 Ripple Effect media campaign where he offered his desire of raising impaired driving knowledge and awareness. We will distribute information created through the efforts of the members of RI's Traffic Safety Coalition and their related</p>

Project Number/Title	Project Description
	<p>organizational memberships. WE are hoping that during the first year 100 people will receive the training.</p> <p>Performance: This project has been started but is being continued into FFY 2020. Preliminary meetings have been conducted and scheduling the education program is currently underway.</p>
<p>Project Number: FDLBAC 19 01/164AL 19 08</p> <p>Project Title: Municipalities Impaired Driving – BAT (Breath Alcohol Testing) Mobile</p>	<p>OHS reimbursed the Providence Police Department (PPD) for all necessary B.A.T. equipment, and overtime for the PPD at two officers per day for three days per week for at least 18 weeks of the FFY, gas, maintenance, specialized “Impaired Driving Task Force” safety vests, and two Guth Simulators to calibrate the Intoxilyzer 9000s.</p> <p>Performance: The B.A.T. Mobile was deployed 28 times during FFY 2019 – 18 times for impaired driving enforcement, 9 times for educational events, and once for a press conference.</p>
<p>Project Number: 164PM 19 01</p> <p>Project Title: Paid Media (AL)</p>	<p>OHS developed and implemented a statewide paid media campaign for the DSoGPO campaigns to coincide with enforcement mobilizations scheduled for December 2018 and August/September 2019 in addition to supporting monthly sustained enforcement. The target audience is 30- to 50-year-old males. The media buys are expected to cover print, on-line/web/ Internet and “out of home” (billboard/bus/movie theater). Media materials are produced in both English and Spanish and the venues are chosen based on market data for each audience. This task will meet the requirements within the Grant Funding Policy Part II E by ensuring that all television advertisements include closed captioning. In addition, this project will be evaluated based on the criteria set out in the Section 402 Advertising Space Guidance.</p> <p>Performance: The RDW Group submitted the “Paid Media Report” evaluation for inclusion in the FFY 2019 Annual Report.</p>
<p>Project Number: 164PM 19 02</p> <p>Project Title: Creative Media (AL)</p>	<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 2019 Annual Report.</p>
<p>Project Number: 164AL 19 05</p> <p>Project Title: Alcohol Survey</p>	<p>The Office on Highway Safety will facilitate a survey, targeting the general public, which will effectively gauge the level of risk which people perceive while utilizing the</p>

Project Number/Title	Project Description
	<p>roadways within the State. This survey will be created utilizing a scientific approach by a reputable corporation experienced in polling and conducting surveys. This survey will help the Office on Highway Safety in planning a strategic plan to address the public's perception and alleviate any fears or concerns which are not based upon data or statistics. Survey locations will be at DMV offices in Cranston, Middletown, and Woonsocket with pre-surveys taking place in late-July 2019 and post-surveys in early September 2019.</p> <p>Performance: The Office on Highway Safety completed the alcohol survey, with results shown in Section 4 of this report.</p>
<p>Project Number: FDLCS 19 01 Project Title: State Agencies (AG)–Traffic Safety Resource Prosecutor (TSRP)</p>	<p>OHS supported three-fourths of an attorney from the Attorney General's staff, to serve as the Traffic Safety Resource Prosecutor. The TRSP:</p> <p>Created training programs for law enforcement agencies with specific emphasis on driving under the influence and vehicular homicide cases.</p> <p>Provided training and legal updates for all state and local law enforcement agencies.</p> <p>Provided training and legal updates for all state prosecutors and city and town solicitors.</p> <p>Maintained relationships with solicitors' organization to assist in the effective and standard prosecution of driving under the influence cases.</p> <p>Served as contact/liaison for all state and local law enforcement agencies for all driving under the influence and vehicular homicide cases.</p> <p>Served as the liaison between RIDOT, state and Local Law Enforcement agencies, and the Rhode Island Attorney General's Office.</p> <p>Oversaw the prosecution of all felony motor vehicle cases, maintain caseload of felony driving cases, and mentor junior prosecutors in handling "driving offenses."</p> <p>Reviewed motor vehicle matters to determine whether charges should be brought.</p> <p>Maintained statistics for driving under the influence and breathalyzer refusal cases.</p> <p>Performance: TRSP project is ongoing and was very successful. Our TRSP has conducted numerous trainings for law enforcement and city/town solicitors. The TRSP also handles all DUI death resulting prosecutions.</p>

Project Number/Title	Project Description
Project Number: 164AL 19 06 Project Title: Alcohol Program Resources	<p>OHS planned to develop, maintain, and disseminate appropriate resource and educational materials for use by local and state programs addressing "DSOGPO" and underage alcohol use with regards to dangerous driving behaviors.</p> <p>Performance: The resources employed were not hard collateral pieces. We used electronic messages boards, social media, and internally created PowerPoint presentations to meet this program's deliverables.</p>
Project Number: FDLDATR 19 01/164AL 19 03 Project Title: Municipalities Impaired Driving Law Enforcement Patrols (Including DRE)	<p>OHS will contract with a qualified consultant to serve as the LEHSTC. The LEHSTC will work as the liaison through the Office of Highway Safety and will promote law enforcement participation in Operation Blue RIPTIDE and other program areas, conduct outreach to police chiefs, and provide traffic safety training. The LEHSTC will also serve as the Program Coordinator for the Standardized Field Sobriety Testing (SFST) Refresher Training courses. OHS will continue to reinvigorate DRE training and program implementation through the Law Enforcement Highway Safety Training Coordinator.</p> <p>Performance: Please see the Section 6, Evidence-Based Enforcement Program for this information.</p>
Project Number: FDLBAC 19 02 Project Title: State Agencies (HEALTH) – Traffic Safety Resource Forensic Toxicologist (TSRFT) and Preliminary Breath Testing	<p>OHS will reimburse 60% of the salary of a Traffic Safety Resource Forensic Toxicologist at the Rhode Island Department of Health, Forensics Laboratory. We will also support 40% of the salary of a forensic scientist and the full salary of a senior laboratory technician. Includes equipment with a per-unit cost of less than \$5,000. Includes an FTE as well as overtime in HEALTH's Forensics Unit, Breath Analysis Section to calibrate Preliminary Breath Testers to expand use of these instruments and to calibrate and set up Intoxilyzer 9000s in the lab. Also, to download data from these instruments for reporting to OHS and conducted associated tasks that arise with the implementation of these instruments.</p> <p>Performance: The Traffic Resource Forensic Toxicologist project was successful with the TRFT conducting laboratory analysis of DUI blood test results. The funding of this position has reduced the wait time for law enforcement agencies to receive the results of the blood tests for successful prosecution. This project has also allowed PBT's throughout the state to be calibrated on time thus making law enforcement activities on the road more successful.</p>

Project Number/Title	Project Description
<p>Project Number: 164AL 19 09</p> <p>Project Title: State Agencies (URI) Alcohol Enforcement</p>	<p>OHS funded implementation of the "Drive Sober or Get Pulled Over" impaired driving enforcement patrols by the University of Rhode Island Police. Patrols were conducted for 24 hours and there was mandatory participation in one annual enforcement period, during the third week of August.</p> <p>Performance: The URI Police Department made 10 DUI arrests over 75 hours during FFY 2019 which is a substantial increase over previous years.</p>
<p>Project Number: 164AL 19 02/164AL 19 15</p> <p>Project Title: State Agencies (RISP) Impaired Driving Law Enforcement</p>	<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 66 DUI Arrests over 3215 enforcement hours using OHS grant-funded patrols during FFY 2019. They also made several safety presentations highlighting the dangers of impaired driving.</p>
<p>Project Number: 164AL 19 04</p> <p>Project Title: RIPCA Safety Partnership Program</p>	<p>RIDOT/OHS will partner with RIPCA on other traffic safety initiatives if increased NHTSA becomes available. (e.g., distracted driving, pedestrian safety). Funding would allow the RIPCA to disseminate information from RIDOT to all active law enforcement leadership entities and other state agencies (i.e.; DEM). This project would cover all highway safety initiatives being conducted by municipal police departments. Having one person at an executive level within RIPCA will allow for easier coordination and identifies a person responsible to keep Rhode Island Law Enforcement Chiefs informed and on track with their initiatives funded by the OHS.</p> <p>Performance: This was a successful project as it is very effective to have a representative who is able to speak to the RIPCA at their executive level to address highway safety issues and initiatives. Funding which was previously not used by law enforcement departments</p>

Project Number/Title	Project Description
	went from approximately 28 percent to 19 percent in 2019.
Project Number: M6OT 19 01 Project Title: SFST Training Assessment	OHS requested NHTSA to initiate a comprehensive assessment of all aspects of the State's SFST program, including initial recruit training at Rhode Island's three police academies as well as refresher training. Performance: This program was not conducted.
Project Number: 164AL 19 14 Project Title: Leadership Committee Statute/Outreach	The Office on Highway Safety will conduct outreach activities for local government leaders with relevant highway safety information. A multimedia informational package will be created which will address highway safety issues in Rhode Island and highlight countermeasures that work in an attempt to create a holistic approach to combating serious injuries and deaths on our roadways and allow the state's policy makers to have relevant information at their disposal. Performance: This program was not conducted due to limited resources, capacity, and interest. Will make another attempt to create this program in FFY 2020.
Project Number: 164AL 19 13 / 402OP 19 08 / 402PT 19 10 / 402DD 19 08 / FHLE 19 06 Project Title: VMS Message Boards	Portable Variable Message Boards to display the "Drive Sober or Get Pulled Over" or other High Visibility of DUI laws messages for law enforcement agencies to be used as part of the two national "Drive Sober or Get Pulled Over" impaired driving crackdowns as well as for monthly sustained enforcement as part of the HVE program funded by OHS with NHTSA monies. 10 cities/towns will be chosen based on data and those who help coordinate the States' DUI task force details. Performance: The Warwick Police Department purchased a VMS trailer and is currently using it to provide alcohol impaired driving safety messages and during NHTSA designated Impaired Driving calendar dates.
Project Number: 164AL 19 12 Project Title: State Agencies (RISP) Crash Reconstruction Equipment	Due to advancing technologies including autonomous and driver assisted vehicles, a new CAN module interface is needed along with the updated cables and software. To increase scene clearance, a Vericom VC4000DAQ for scene friction measurements, scene markers for evidence points and crash recon mathematical software for mobile use are also needed. This will help State Police re-open roads in a more expeditious manner, while obtaining more accurate measurements.

Project Number/Title	Project Description
	<p>Performance: Crash reconstruction software was proportionally funded, and the portion taken from 164AL funds were used due to RI's high percentage of alcohol impaired fatal crashes. This reconstruction equipment allows the RISP to perform more comprehensive crash analysis and their crash reconstruction specialists are a resource to the entire state.</p>
<p>Project Number: 164AL 19 11/ FDLDATR 19 01</p> <p>Project Title: Criminal Justice Training</p>	<p>Members of the Judiciary will be educated on the effectiveness of Standardized Field Sobriety Testing and the Drug Recognition Expert Program.</p> <p>Performance: Not conducted. Discussions were held with the Judiciary and OHS remains encouraged by their interest. Low staffing capacity remains a challenge, but OHS will continue this important project in FFY 2020.</p>
<p>Project Number: 164AL 19 10</p> <p>Project Title: Training/Education/Wet Labs</p>	<p>The Office on Highway Safety will fund a "Wet Lab" demonstration project. This is also referred to as a "Live Alcohol Workshop" or a "Controlled Drinking Practice Session" and will be geared towards educating the public and local businesses about alcohol impairment.</p> <p>Performance: Not conducted due to competing program demands and internal leadership goals.</p>
<p>Project Number: 164AL 19 07</p> <p>Project Title: Judiciary Training on Treatment</p>	<p>OHS will fund a training program targeting the judiciary which will be conducted by BHDDH. This training will highlight the benefits of using treatment as a sentencing option as it relates to impaired driving defendants. By partnering with mental health professionals and services, training provided to the Judicial Staff can give them options to provide care as part of the disposition of a case to ensure the offender gets needed treatment which could prevent repeat offenses.</p> <p>Performance: Not conducted due to low court staffing capacity.</p>

3.3 Motorcycles

Problem Statement

From 2012 through 2019, unhelmeted motorcyclist fatalities in Rhode Island have fluctuated between a low of 4 in 2016 to a high of 9 in 2018. This high in 2018 raised the five-year average unhelmeted fatalities to 6, 50 percent greater than the desired target of 4. Overall there were 13 motorcyclist fatalities in 2019, which is lower than the 18 in 2018, but still higher than other years since 2012. This raised the five-year average motorcyclist fatalities to 11, which places the State farther away from its

target of 9. Rhode Island does not have a universal helmet law for all motorcyclists (Rhode Island's motorcycle helmet use law only covers all passengers (regardless of age) and all operators during the first year of licensure (regardless of age), which makes it challenging to lower unhelmeted motorcycle fatalities). Rhode Island will look to develop stronger awareness campaigns to promote motorcyclist safety and awareness of these users of transportation system by all users. The State will also continue to investigate opportunity to strengthen legislation pertaining to motorcycle safety.

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

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

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

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

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

- › Maintenance/nomenclature
- › Mounting/dismounting, parking, picking up a fallen motorcycle, pushing the motorcycle
- › Slow speed maneuvers
- › High speed/emergency braking
- › Curb and obstacle negotiation
- › Curve negotiation
- › Vehicle stops/escort procedures
- › Night riding/off-road riding

- › Traffic stops/officer safety
- › Effective enforcement

Performance Measures and Targets

Table 3.5 summarizes the motorcycle performance measures and targets identified in the 2019 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
Maintain the five-year average motorcyclist fatalities at 9 (2015 to 2019 average) or below.	Number of motorcycle fatalities. The actual number in 2019 was 13, five fewer than in 2018 but still higher than prior years. This resulted in Rhode Island not being able to meet the five-year target.
Reduce the five-year average unhelmeted motorcyclist fatalities (5 is 2013 to 2017 average) by 20 percent to 4 (2015 to 2019 average).	Number of unhelmeted motorcycle fatalities. There were 5 unhelmeted fatalities which did not help to lower the five-year average; therefore, the five-year target was also not met.

Planned Activities and Funding

The 2019 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 is continuing these projects into FFY 2020.

Table 3.6 FFY2019 Motorcycle Projects

Project ID	Project Title	Related Performance Measure(s)	Funding Source	Funds Obligated (FFY 2019)	Project Status
402PM 19 05	Paid Media (MC) Awareness Campaign	Number of motorcycle fatalities Number of unhelmeted motorcycle fatalities	Section 402	\$65,000.00	Extended into FFY 2020
402PM 19 06	Creative Media (MC) – Awareness Personal Protective Gear		Section 402	\$50,000.00	Extended into FFY 2020
402MC 19 02	Motorcycle Public Education Awareness and Outreach Campaign		Section 402	\$30,000.00	Extended into FFY 2020
M9 MA 19 01	State Agency CCRI Rider Program		Section 405F	\$22,500.00	Completed

Project Descriptions

The following are descriptions of the motorcycle projects, including the outcomes of the project over the 2019 fiscal year.

	Project Description
<p>Project Number: 402PM 19 05</p> <p>Project Title: Paid Media (MC) – Awareness Campaign</p>	<p>OHS will enter into a contract with a public relations firm for creative media to create and produce ads for each of the major campaigns. When OHS implements a media plan we receive reach and frequency numbers and impressions listed to answer the “penetration of the target audience”. There is a need to create more localized messages that highlight local stories, local issues, local strengths and local partners. OHS will also increase our social media presence. We also use our DMV survey data and we rely on Providence media expertise to purchase media buys and creative. The date of the campaign is May 2019 and will target all drivers with the message of "Motorcycle Safety is a Two-Way Street."</p> <p>Performance: OHS will use 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. The RDW Group submitted the “Paid Media Report” evaluation to be included in the FFY 2019 Annual Report.</p>

	Project Description
<p>Project Number: 402PM 19 06 Project Title: Creative Media (MC) – Awareness Personal Protective Gear</p>	<p>OHS will develop creative media in the three major areas, impaired driving, protective gear, and speeding, to address and appeal to motorcycle riders in specific age groups and demographics based on 2010 to 2015 data trends that we have found. As supported by data, the target audience for motorcycle media is older than for most of other media programs and includes males 35 to 54 years of age. This task will meet the requirements within the Grant Funding Policy Part II E by ensuring that all television advertisements developed under this plan include closed captioning. In addition, this project will be evaluated based on the criteria set out in the Section 402 Advertising Space Guidance.</p> <p>Performance: RIDOT asked RI motorists to be aware of this vulnerable population on our roadways continuing to use a motorcycle safety video as part of The Ripple Effect Campaign (RippleEffectRI.com) that highlighted helmet use.</p>
<p>Project Number: 402MC 19 02 Project Title: Motorcycle Public Education Awareness and Outreach Campaign</p>	<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 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. Among the materials are the NHTSA handbook on motorcycle impairment and additional brochures and wallet cards with mirrored messaging.</p> <p>Performance: OHS partnered with the RI Motorcycle Association (RIMA) for an earned media campaign promoting motorcycle safety to all road users. Wallet cards were created and given to stakeholders to disseminate within their community.</p>

		Project Description
Project Number:	M9 MA 19 01	<p>The State of Rhode Island, Rider Education Program currently uses the Motorcycle Safety Foundation’s most current Basic Rider Course curriculum for a licensing requirement. This program is operated under the Community College of Rhode Island, all Ranges, Rider Coaches, and Rider Coach Trainers are current and in good standing with MSF guidelines. New Rider Coaches attend an 80-hour Rider Coach Preparation workshop also certified through the MSF. An annual and mandatory Professional Development day is held every February and August prior to the start of training season and midway through the season for range (outdoor) exercise updates and professional development. The Lead Rider Coach Trainer conducts ongoing Rider Coach Assessments and we take constant feedback from our students as well as email surveys.</p> <p>Performance: The program instructed 1,616 in the basic rider course (BRC); 37 in the 2nd level of the basic rider course (BRC2) and 22 in the advanced rider course (ARC).</p>
Project Title:	State Agency CCRI Rider Program	

3.4 Occupant Protection

Problem Statement

In 2018, Rhode Island achieved an observed seat belt rate of 88.8 percent – the highest level ever recorded in the State. In 2019, the safety belt use rate declined slightly to 88.3 percent. The number of unrestrained fatalities decreased in 2018 from 24 to 13. The number of unrestrained passenger vehicle occupant fatalities in 2019 was 15. This number helped to negate the spike in 2017 of 24 unrestrained fatalities, however, the spike was still too large to allow the State to meet the five-year average unrestrained fatality target of 16.

Performance Measures and Targets

Table 3.7 summarizes the occupant protection performance measures and targets identified in the 2019 HSP. The relationship between the individual projects and the program area performance measures is described in **Table 3.8**. The performance measures below show that despite a reduction in the number of unrestrained fatalities in 2018, there are still opportunities to increase awareness of restraint use and perceptions of being ticketed. Rhode Island will look to reinforce its awareness campaigns and enforcement efforts to help drive numbers toward improved performance.

Table 3.7 Occupant Protection Performance Measures

Performance Targets	Performance Measures
Reduce the five-year average unrestrained occupant fatalities by 6 percent from 17 (2013 to 2017 average) to 16 (2015 to 2019 average) by 2019.	Number of unrestrained passenger vehicle-occupant fatalities (all seat positions) was at 16 for the five-year average between 2014 to 2018.
Increase observed seat belt use from 88.3 percent in 2017 to 92 percent by 2019.	Statewide-observed safety belt use rate for front seat occupants in passenger vehicles. Rhode Island showed an observance rate of 88.3 percent.
Increase safety belt use among pickup truck drivers, as measured by observations, from 76.7 percent in 2017 to 80 percent in 2018.	Percent of pickup truck drivers observed using safety belts. In 2019, there was a 79.1 percent observance rate.
Increase awareness of the Click It or Ticket slogan, as measured by a DMV intercept survey, from 89.5 percent in 2017 to 92 percent in 2019.	Percent of DMV Intercept survey participants aware of the "Click it or Ticket" slogan. Recognition of the slogan was recorded at 86.7 percent.
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 39.8 percent in 2017 to 47 percent in 2019.	Percent of DMV Intercept survey participants who believe a ticket is likely "Always" or "nearly Always" for failure to wear a safety belt. The 2018 survey showed a rate of 37.6 percent.

Planned Activities and Funding

The 2019 HSP identified 15 occupant protection projects to address the above performance measures and make progress towards the targets. **Table 3.8** lists the 15 projects; the relevant performance measures; the funds obligated to each project; and the project status.

Performance Results

In 2019 unrestrained occupant crashes made up about 44 percent of all fatalities. **Table 3.8** summarizes the 15 occupant protection projects planned for 2019 and their status.

Table 3.8 FFY2019 Occupant Protection Projects

Project ID	Project Title	Related Performance Measure(s)	Funding Source	Funds Obligated (FFY 2019)	Project Status
M2 HVE 19 03	Municipalities Seat Belt Law Enforcement Patrols	Number of unrestrained passenger vehicle-occupant fatalities (all seat positions). Statewide-observed safety belt use rate for front seat occupants in passenger vehicles.	Section 405	\$175,000.00	Completed
M2 HVE 19 05	State Agencies (RISP) Seat Belt Law Enforcement Patrols		Section 405	\$21,631.00	Completed
M2 HVE 19 06	Municipalities Child Passenger Safety (CPS)		Section 405	\$79,000.00	Completed
402 OP 19 02	State Agencies (RISP) Child Passenger Safety (CPS)	Percent of pickup truck drivers observed using safety belts.	Section 402	\$2,500.00	Completed
402 OP 19 05	CIOT Observational Surveys	Percent of DMV Intercept survey participants aware of the "Click it or Ticket" slogan.	Section 402	\$71,500.00	Completed
402 PM 19 01	Paid Media (OP)		Section 402	\$200,000.00	Continuing into FFY20
402 PM 19 02	Creative Media (OP)	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	\$100,000.00	Continuing into FFY20
402 PM 19 04	CIOT DMV Intercept Survey		Section 402	\$13,000.00	Completed
M2 HVE 19 04	State Agencies (RISP) – Rollover Simulator Demonstrations		Section 405	\$15,000.00	Completed

Project ID	Project Title	Related Performance Measure(s)	Funding Source	Funds Obligated (FFY 2019)	Project Status
M2 HVE 19 07	RI Hospital Child Passenger Safety in Rhode Island		Section 405	\$59,974.00	Completed
M2 PE 19 01	Paid Media (CPS)		Section 405	\$25,000.00	Completed
402 OP 19 06	State Agencies (RISP) Crash Reconstruction Equipment		Section 402	\$1,631.00	Completed
402 OP 19 07	RIPCA Safety Partnership Program		Section 402	\$48,925.00	Completed
M2 HVE 19 01	State Agencies (URI) Seat Belt Law Enforcement Patrols		Section 405	\$1,100.00	Completed
M2 HVE 19 02	State Agencies (RIMPA) Law Enforcement Highway Safety Training Coordinator (LEHSTC)		Section 405	\$71,500.00	Completed

Project Descriptions

The following area descriptions of the occupant protection projects, including the project title and outcomes of the project over the 2019 fiscal year.

Project Number/Title	Project Description
<p>Project Number: M2 HVE 19 03 Project Title: Municipalities Seat Belt Law Enforcement Patrols</p>	<p>OHS will fund implementation of the CIOT overtime enforcement patrols by all Rhode Island municipal law enforcement agencies. Patrols will be conducted during both daytime and nighttime hours, including mandatory participation for the national mobilization, May 20 to June 2019 and three state mobilizations (Thanksgiving holiday travel, November 19 to 25 2018; March 21 to 29, 2019 and September 16 to 22, 2019.) 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 4157 citations over 2898 enforcement hours, for violation of the seat belt law in FFY 2019 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 compliance rate of 88.3 percent reported in FFY2019.</p>
<p>Project Number: M2 HVE 19 05 Project Title: State Agencies (RISP) Seat Belt Law Enforcement Patrols</p>	<p>OHS will fund implementation of the CIOT overtime enforcement patrols by the RISP. Patrols will be conducted during both daytime and nighttime hours, including mandatory participation for the national mobilization, May 20 to June 2, 2019 and three state mobilizations (Thanksgiving holiday travel, November 19 to 25, 2018; March 21 to 25, 2019 and September 16 to 22, 2019.</p> <p>Performance: The Rhode Island State Police issued 170 seatbelt citations over 152 enforcement hours in Federal Fiscal Year 2019 on Office on Highway Safety grant-funded details. The result of these patrols resulted in a seatbelt compliance of 88.3 percent.</p>

Project Number/Title	Project Description
Project Number: M2 HVE 19 06 Project Title: Municipalities Child Passenger Safety (CPS)	<p>This project provides funds for Rhode Island municipal police departments with qualified personnel (nationally certified CPSTs) 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, declining during the winter. We have 34 municipalities participating in this project. Funding is included to enable the agency to send at least one CPST to the Rhode Island Safe Kids one-day CPST Update. 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.</p> <p>Performance: This project provided funds for municipal police departments with CPSTs to conduct CPS clinics. A total of 1146 Child Passenger Safety Seats were either checked or installed by Rhode Island Municipalities in Federal Fiscal Year 2019 with 955 hours dedicated to this type of detail by law enforcement. A total of 72 CPS seats were distributed to families in need or to those who's seats had expired or were recalled. Lastly, a total of 11 officers were trained or recertified in CPS.</p>
Project Number: 402 OP 19 02 Project Title: State Agencies (RISP) Child Passenger Safety (CPS)	<p>This project provides 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, declining during the winter.</p> <p>Performance: This project provided funds for personnel to conduct CPS clinics and other CPS needs. During Federal Fiscal Year 2019, the RISP assisted in two Child Passenger Safety Technician training courses and four car seat check events. Also, RISP checked or installed car seats during grant funded details over the course of 2019. Their efforts on behalf of Child Passenger Safety will continue to expand over the next fiscal year. Our plan is to create a comprehensive NHTSA monitoring visit to review all their areas with the new people who will lead our emphasis areas. This happened in the Spring of 2019. The RISP used the majority of their funds for CPS to have troopers attend Seat Check Saturday at the Warwick Mall to support Safe Kids RI. There were 65 total seats checked that day with assistance from CPST troopers.</p>

Project Number/Title	Project Description
Project Number: 402 OP 19 05 Project Title: CIOT Observational Surveys	<p>OHS will conduct the annual "Mini-Pre" paid and earned media and enforcement observational safety belt use survey in May and the full observational safety belt survey following the enforcement period in June, according to NHTSA regulations.</p> <p>Performance: The 2019 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 88.3 percent this year.</p>
Project Number: 402 PM 19 01 Project Title: Paid Media (OP)	<p>OHS will develop and implement a statewide paid and earned media campaign for the CIOT campaigns scheduled for November 2018, March 2019, May 2019, and September 2019. The target audience will be 18- to 34-year old males. Media materials will be produced in both English and Spanish with the venues 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 2019 Annual Report.</p>
Project Number: 402 PM 19 02 Project Title: Creative Media (OP)	<p>OHS will contract with a State of RI approved media consultant to create and produce a major occupant restraint campaign. Our target market would be rural drivers. Pickup truck drivers (majority located in rural sections of state) remain high in unbelted usage rates. Our consultant will target that area using media components which attract that population. We will use Texas DOT "Buckle Up in Your Truck" 2011 campaign as a starting point for our creative media campaign.</p> <p>Performance: The RDW Group submitted the "Paid Media Report" evaluation for inclusion in the FFY 2019 Annual Report.</p>
Project Number: 402 OP 19 04 Project Title: CIOT DMV Intercept Survey	<p>"Pre" and "Post" DMV office intercept surveys will be conducted to assess the public awareness and effectiveness of the CIOT media and enforcement campaigns conducted with the national mobilization of May 20, 2019 to June 2, 2019. The survey will be revised to better understand the demographics of those individuals that do not recognize the CIOT slogan. This</p>

Project Number/Title	Project Description
	<p>will allow OHS to better target media and campaign efforts in terms of communication medium, target audience, and funding required.</p> <p>Performance: Results indicate that self-reported belt use decreased slightly from Wave 1 to Wave 2. Eighty-five percent (85%) of respondents reported “Always” wearing their seatbelt in Wave 1 decreasing to 84.4 percent in Wave 2.</p> <p>The percentage of respondents indicating that the chance of getting a ticket was “Always” or “Nearly Always” increased in Wave 2 from Wave 1: 39.7% in Wave 1 and 38.2% in Wave 2.</p> <p>The percentage of respondents indicated State police enforced the seat belt law “Very Strictly” was similar for both Waves (30.7% in Wave 1 and 30.8% in Wave 2; whereas, Local police showed some incremental change from Wave 1 to Wave 2 (from 27.5% in Wave 1 to 28.5% in Wave 2.</p> <p>Awareness of the safe driving messages showed some incremental change from Wave 1 to Wave 2. The number of respondents that reported having “seen or heard anything” about extra belt enforcement increased from 40.4% to 40.8%, respectively.</p> <p>When asked where the safe driving message was heard, the most common answers were: TV, radio, electronic message signs and billboards. Recognition of the “Click It or Ticket” campaign slogan was strong during both Waves (82.8% in Wave 1 and 89.7% in Wave 2).</p>
<p>Project Number: M2 HVE 19 04</p> <p>Project Title: State Agencies (RISP) – Rollover Simulator Demonstrations</p>	<p>OHS will work with RISP to promote and conduct Rollover Simulator demonstrations in as many locations as possible (with a warranted size audience). For each demonstration, two persons are required to operate the Simulator. Wherever possible, one RISP officer and an OHS Program Coordinator (one has been trained for these demonstrations) will attend the event. If a program Coordinator is not available, OHS will fund two RISP officers for the event. The projected number of demonstrations for FY 19 will be approximately 16 based on a four-year average.</p> <p>Performance: This year, the Rhode Island State Police conducted 20 total presentations with the Rollover Simulator and reached all different ages, from toddlers to adults. During the presentation troopers shared relevant NHTSA generated educational information on why it is important to wear a restraint system inside a</p>

Project Number/Title	Project Description
	<p>vehicle. They also speak on the importance of Child Safety Seats for children riding in a vehicle further combating the state's 50 percent non-restraint usage rates.</p> <p>Rollover Dates and Events:</p> <p>10/10- (10-hour event) Bryant University</p> <p>10/14/18-Newport Fire Department</p> <p>4/13/19- RI Co-op Pre School</p> <p>5/4/19- Smithfield YMCA</p> <p>5/18/19- Westerly Hospital</p> <p>5/25/19- Charlestown EMS Open House</p> <p>6/1/19- Tiverton Police Department</p> <p>6/5/19- Brown Ave Elementary School</p> <p>6/12/19- Exeter Job Corps</p> <p>6/16/19- Grumpy Cat Cars</p> <p>7/21/19-Paw Sox Touch a Truck</p> <p>7/27/19- Napa Auto Parts</p> <p>8/6/19- National Night Out</p> <p>8/8/19- Roger Williams University Youth Force Summit</p> <p>8/25/19- Cumberland Hill Park</p> <p>9/8/19- John Marti Foundation</p> <p>9/12/19- RIC Night Out</p> <p>9/21/19- Seat Check Saturday/4-safety event/Safe Kids Event @ Warwick Mall</p> <p>9/22/19-RI Fire Apperatar</p> <p>9/28/19- Bristol Fire Department</p>
<p>Project Number: M2 HVE 19 07</p> <p>Project Title: RI Hospital Child Passenger Safety in Rhode Island</p>	<p>OHS will reimburse the Injury Prevention Center for a portion of the expenses related to providing two employees to assist families with car set installation and use. These CPSTs will also answer caregivers' questions about child restraints and will provide families with educational materials. IPC will evaluate the program by having parents fill out a knowledge survey at the initial interaction, and then reassess families approximately four months later with both a second survey to compare with the first and a second car seat check.</p> <p>Performance: During to 2019 fiscal year, the Injury Prevention Center in Providence, which houses Safe Kids Rhode Island, has had another successful year promoting and educating the Rhode Island public on Child Passenger Safety. In order to address and combat</p>

Project Number/Title	Project Description
	<p>the consistently high misuse rate of child passenger seats (CSS's) Safe Kids delivers the Child Passenger Safety Technician (CPST) course developed by NHTSA to those interested in the state of Rhode Island. A consult with a certified CPST is a hands-on educational experience during which caregivers learn how to correctly use and install their CSS. Parents are also informed about child passenger safety (CPS) best practice standards. Car seat checks were available by appointment at the Injury Prevention Center (IPC) during this grant period. During FY 2019 Safe Kids was able to check 131 car seats at these individual appointments, 75 of which had some type of misuse. Additionally, Safe Kids RI were able to distribute 60 car seats to qualifying low income families. These seats were distributed to families when the current car seat they had was either inappropriate for the child, expired, recalled, had been in a crash, the history was unknown or was not functioning properly. If a child arrived at an appointment without a car seat but still needed one based on their age, height and/or weight this was provided whenever possible. During FY 2019 Safe Kids partnered with 29 different organizations to hold 84 events in locations throughout Rhode Island. With the assistance of 112 certified CPSTs they were able to check 452 car seat installations, 265 of which had some type of misuse. A total of 77 car seats were distributed at these events over the course of the grant period. Three certification classes and one renewal class were held during FY 2019. Safe Kids certified a total of 45 technicians. Additionally, 3 new CPST instructors were trained during this fiscal year. Safe Kids Rhode Island has also developed a monthly newsletter to promote events and deliver relevant Child Passenger Safety information to all RI CPST's.</p> <p>Safe Kids Rhode Island hosted their annual National Car Seat Check Saturday event at the Warwick Mall on September 21, 2019. The Warwick Police Department along with Rhode Island State Police exhibited the rollover simulator at the event and also brought both a cruiser and motorcycle for display. Providence Fire Training Officers attended with Sparky the Dog, giving kids and their families fire safety tips. The 4-Safety Program attended with their safety van, sharing important information about bicycle safety as well as distributing over 28 bike helmets. There were 17 CPSTs in attendance, 8 of whom were instructors. Safe Kids was</p>

Project Number/Title	Project Description
	<p>able to check 68 seats and replace 8 seats that were deemed unsafe for travel. We found close to 90% of the seats had some type of misuse. Each family received educational materials on car seat safety during their seats check.</p> <p>Safe Kids launched the use of the National Safety Council digital checklist form on July 1, 2019. All seat checks done at Safe Kids Rhode Island events are now documented using this online tool. They are gradually transitioning all Rhode Island techs over to using this method to document the car seat checks they do. As of the end of FY 2019, 283 car seat checks have been documented using the digital checklist form. A total of 20 RI CPST's have submitted seat checks via this form. The process of transitioning all techs over to the digital checklist form will continue in FY 2020. During FFY 2020, Safe Kids has already begun the process of planning a statewide CPST update event for 2020. The event is scheduled for June 5, 2020 at the Warwick Crowne Plaza hotel in Warwick, RI.</p>
<p>Project Number: M2 PE 19 01 Project Title: Paid Media (CPS)</p>	<p>OHS will inform 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 will coincide with the National Child Passenger Safety Week. 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: This project was not developed by OHS, but we relied on the assistance of the Injury Prevention Center to perpetuate this messaging.</p>

Project Number/Title	Project Description
Project Number: 402 OP 19 06 Project Title: State Agencies (RISP) Crash Reconstruction Equipment	<p>The Rhode Island State Police Crash Reconstruction Unit currently uses the Bosch Crash Data Retrieval System. Due to advancing technologies including autonomous and driver assisted vehicles, a new CAN module interface is needed along with the updated cables and software. To increase scene clearance, they are also looking to purchase a Vericom VC4000DAQ for scene friction measurements, scene markers for evidence points and crash recon mathematical software for mobile use. Since fatal and serious motor vehicle crashes often result in road closures, detours and long traffic delays, the State Police will now be able to re-open the road in a more expeditious manner, while obtaining more accurate measurements. The State Police also assist municipal departments with this equipment and investigations of these crashes.</p> <p>Performance: In December of 2017, the Rhode Island State Police purchased the Leica GSNN GS14 GPS system. This system allows for the forensic mapping of crash scenes using the satellite based RTK (Real-Time Kinematic) global positioning system. This equipment allows for precision measurements to be taken rapidly in the field by only one operator. The integration of this equipment into our crash scene investigations has resulted in the of mapping more crash scenes, while doing so with faster clearance times and more accurate measurements. This equipment has provided excellent data for our analysis and enhanced our final report presentations. Updates made to this equipment remain vital to maintaining precise crash data.</p>
Project Number: 402 OP 19 07 Project Title: RIPCA Safety Partnership Program	<p>RIDOT/OHS will partner with RIPCA on other traffic safety initiatives to include distracted driving and pedestrian safety. Funding will allow the RIPCA to disseminate information from the Office on Highway Safety to all active law enforcement leadership entities and other state agencies (ie; DEM). The RIPCA will also lead a media effort which includes law enforcement safety information by all municipalities. This project supports a portion of the salary of the RI Police Chiefs' Executive Director's salary. It also affords the membership of the RIPCA an opportunity to create and buy media pieces which highlight municipal law enforcement messages and efforts. Any media pieces will be pre-approved by the OHS.</p> <p>Performance: As outlined in their grant proposal the Executive Director Position (ED) has been co-funded</p>

Project Number/Title	Project Description
	<p>using RIDOT/OHS funds along with RIPCA funds to help coordinate efforts throughout the state focusing on highway safety initiatives which are supported through the review and analysis of statewide crash, enforcement and judicial data. One of Rhode Island's biggest obstacles has been the inability to have "live" data statewide. Currently each law enforcement agency must review their own data to make decisions regarding resource assignments. As outlined in our grant application the RIPCA has made a priority of identifying a statewide CAD/RMS system to better share data. The ED has been essential in coordinating and participating in informational discussions around the necessity and advantages of having statewide live data to coordinate issues and directed patrols with OHS grant funds. Although these efforts are approximately 3.5 years old the desire by all of law enforcement to succeed in this endeavor is just as strong as it has ever been. Unfortunately, the majority of the capital funding by a stakeholder was withdrawn due to other priorities, but the RIPCA is continuing to explore other funding opportunities. Most recently the newly appointed RI 911 Director has hosted meetings with law enforcement and is now advocating the need for his agency, which originates so many of the calls for emergency services on our roadways, to also be a part of our statewide CAD project. We are hopefully this will also assist in funding opportunities in the near future.</p> <p>The ED position has created the opportunity and responsibility of reporting on a monthly basis to all Chiefs of Police and essential stakeholders not just the actions taken over the previous months but also assisting in coordinating initiatives which cover the entire state. The ED regularly monitors and assists departments with coordinating efforts around impaired and distracted driving, speed enforcement, seatbelt use, and pedestrian safety.</p> <p>Over the last 18 months RI has seen 12 new Chiefs assume top law enforcement positions. RIPCA Executive Board used the ED to coordinate a meeting of all the new Chiefs and emphasized our goal to work collectively on highway safety issues. This gave a great opportunity to review their departments' level of involvement, or in some cases lack of, to that point and help them understand the need to support the RIDOT/OHS 10 year</p>

Project Number/Title	Project Description
	<p>plan. We are aware that many of these new chiefs have been recognized for their renewed traffic safety focus.</p> <p>The ED position has also given the RIPCA the ability to coordinate with RIDOT/OHS to continually monitor our statewide safety plans and policies concerning not only the use of grant funds but determine best practices. Often our stakeholders look to law enforcement to help educate them in practices of other states.</p> <p>One of the greatest achievements has been the development and implementation of the Youth Traffic Safety Educational Model (YOUTH FORCE) which will allow them to employ youth to not only help them better understand traffic safety issues but to also encourage them to bring that message back to their peers. The RIPCA is working to create PSA messaging along with the Youth Force youth, which are recognized as important stakeholders, recognizing them to be one of the most vulnerable roadway users. They have created social media messaging through Facebook, Twitter and Instagram along with timely messages on the RIPCA website.</p>
<p>Project Number: M2 HVE 19 01</p> <p>Project Title: State Agencies (URI) Seat Belt Law Enforcement Patrols</p>	<p>OHS will fund implementation of the CIOT overtime enforcement patrols by the URI Police Department. Patrols will be conducted during both daytime and nighttime hours, including mandatory participation for the national mobilization, May 20 to June 2, 2019 and three state mobilizations (Thanksgiving holiday travel, November 19 to 25 2018; March 21 to 29, 2019; and September 16 to 22, 2019).).</p> <p>Performance: The University implemented their seat belt enforcement program and conducted a September mobilization issuing a total of 65 violations over 24 enforcement hours. They worked closely with the OHS to continue this program into FFY 2020.</p>
<p>Project Number: M2 HVE 19 02</p> <p>Project Title: State Agencies (RIMPA) Law Enforcement Highway Safety Training Coordinator (LEHSTC)</p>	<p>OHS will contract with a qualified consultant to serve as the LEHSTC. The LEHSTC will work as the liaison through the Office of Highway Safety and will promote law enforcement participation in Operation Blue RIPTIDE and other program areas, conduct outreach to police chiefs, and provide traffic safety training. The LEHSTC will also serve as the Program Coordinator for the Standardized Field Sobriety Testing (SFST) Refresher Training courses. OHS will continue to reinvigorate DRE training and program implementation through the LEHSTC.</p>

Project Number/Title	Project Description
	Performance: Please see the EBE report later in this report.

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 2015 and 2019, there was an annual average of 6 fatalities involving older drivers. While tragic, these deaths are below national and regional averages.

Planned Activities and Funding

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

3.6 Pedestrians and Bicyclists

Problem Statement

Although crashes in Rhode Island are dominated by personal automobiles, other modes of transportation require consideration. Other transportation modes consist of everything except personal automobiles and motorcycles and are generally classified as motorized (school buses) and nonmotorized (pedestrian and bicycle) modes. There were 10 pedestrian fatalities in 2019, three more than 2018, however, a drop from the high in 2017 of 21. This helped the State lower its five-year average pedestrian fatalities to meet its target of 12. Rhode Island will need to continue its outreach and enforcement efforts for several years to help achieve consistently lower fatalities numbers that will drive the five-year average downward. There were no bicyclist fatalities in 2019, helping to keep the five-year average bicyclist fatalities at 1, meeting the chosen target. The State continues to exhibit a low number of bicyclist fatalities, therefore, its current efforts to promote safe bicycling and awareness of bicycles appear to provide consistent results.

Performance Measures and Targets

Table 3.9 summarizes the pedestrian and bicyclist-related performance measures and targets identified in the 2019 HSP.

Table 3.9 Pedestrian and Bicyclist Performance Measures

Performance Targets	Performance Measures
Reduce the five-year average number of pedestrians in fatal crashes by 14 percent from 14 (2013 to 2017 average) to 12 (2015 to 2019 average) by 2019.	Number of pedestrian fatalities. There were 10 fatalities in 2019, helping to meet the five-year target of 12. Several years of sustained efforts are needed to meet lower targets considering the spike of 21 in 2017.
Achieve a five-year average number of bicyclist fatalities at the five-year average of one (2015 to 2019 average) or below by 2019.	Number of bicyclist fatalities. Rhode Island continues to consistently have a low number of bicyclist fatalities and achievement of this target remains reasonable.
Decrease the five-year average number of pedestrian fatalities testing positive for blood alcohol, by 15 percent from 2.4 (2013 to 2017) to 2.2 (2015 to 2019) by 2019.	Number of pedestrian fatalities. The number of alcohol-related pedestrian fatalities is not available at time of this publication.

Planned Activities and Funding

The 2019 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 2019, OHS listed eleven 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 FFY2019 Pedestrian and Bicycle Projects

Project ID	Project Title	Related Performance Measure(s)	Funding Source	Funds Obligated (FFY 2019)	Project Status
402 PS 19 04	ThinkFast Interactive High School Education Program	Number of pedestrian fatalities Number of bicyclist fatalities	Section 402	\$50,000.00	Completed
402 PS 19 02	Bike Newport Road Share Education	Number of bicyclist fatalities	Section 402	\$129,800.00	Completed
FHLE 19 02	Pedestrian & Bicycle Education Public	Number of pedestrian fatalities Number of bicyclist fatalities	Section 405	\$15,000.00	Completed
FHLE 19 04	RISP Law Enforcement	Number of pedestrian fatalities Number of bicyclist fatalities	Section 405	\$5,000.00	N/A
FHTR 19 03	Training/Education of LE for Pedestrian Safety	Number of pedestrian fatalities	Section 405	\$50,000.00	Completed
FHLE 19 01	Pedestrian/Bicycle Enforcement Patrols	Number of pedestrian fatalities Number of bicyclist fatalities	Section 405	\$52,000.00	Completed
402 PS 19 03	Statewide Smart Cycling Education (RIBike Coalition)	Number of bicyclist fatalities	Section 402	\$10,000.00	Completed
FHPE 19 01	Pedestrian Safety Paid Media	Number of pedestrian fatalities	Section 405	\$100,000.00	Completed
FHPE 19 02	Pedestrian Safety Creative Media	Number of pedestrian fatalities	Section 405	\$50,000.00	Completed
FHPE 19 05	Youth Bike/Ped Safety Woonasquatucket River	Number of pedestrian fatalities Number of bicyclist fatalities	Section 405	\$35,000.00	Completed
FHTR 19 01	State Agencies (RIMPA) Ped/Bike Training	Number of pedestrian fatalities Number of bicyclist fatalities	Section 405	\$20,000.00	Completed

Project Descriptions

The following are descriptions of the pedestrian and bicyclist projects, including the project title and outcomes of the projects over the 2019 fiscal year.

Project Number/Title	Project Description
Project Number: 402 PS 19 04 Project Title: ThinkFast Interactive High School Education Program	<p>Up to 50 high schools and middle schools will be offered the opportunity to experience the ThinkFast Interactive program during the 2019 school calendar. This game show style program blends critical highway safety messaging with engaging pop culture references to command the attention of a school assembly. Programming will be strategically coordinated to precede high-risk weekends (Halloween, homecoming, prom season, etc.). Participants accept the responsibility to complete pre-and post online, knowledge-based evaluation surveys.</p> <p>Performance: RIDOT's Office on Highway Safety continued its partnership with ThinkFast Interactive by TJohn E. Productions during the 2019 fiscal year. This program's success is measured yearly by their innovative approach to impart safe driving messaging to Rhode Island Youth. Think Fast Interactive is an awareness game show owned and operated by TJohn E that appeals to all ages with a high-tech production set, mainstream music, entertaining host, and informative yet engaging highway safety related trivia. The content of the trivia promoted RIDOT safety messaging included Distracted Driving, GDL policies, Teen Crash Data, and Impaired Driving. The program also utilizes pre and post evaluation to monitor the success of each performance and determine which content is the most necessary to touch upon.</p> <p>During the Federal Fiscal year of 2019, ThinkFast Interactive presented at 22 middle and High Schools across the state of Rhode Island, and also at Youth Force's Summer Summit. The program was delivered to 5,911 students total. Of these students, 2,012 pre surveys were completed, and 1,211 post surveys.</p> <p>Schools Presented to:</p> <ul style="list-style-type: none"> ■ Barrington High School ■ Barrington Christian Academy (HS) ■ Beacon Charter School (HS) ■ Birchwood Middle School ■ Burrillville High School ■ Coventry High School

Project Number/Title	Project Description
	<ul style="list-style-type: none"> ■ Cumberland High School ■ Davisville High School ■ Hope Highlands Middle School ■ Lawn Middle School ■ Lincoln High School ■ Mount Hope High School ■ Parkview Middle School ■ Ponaganset High School ■ St. Andrews High School ■ Scituate High School ■ The Prout School (HS) ■ Western Hills Middle School ■ North Kingstown High School ■ North Smithfield High School ■ Toll Gate High School ■ Winman Junior High School ■ Youth Force Summit (Roger Williams University)
<p>Project Number: 402 PS 19 02</p> <p>Project Title: Bike Newport – Newport Road Share Education</p>	<p>Bike Newport will refine, improve, and expand our programs to reach more people with information about how to drive, cycle, and/or walk on a shared road.</p> <p>Performance: The Office on Highway Safety continued their partnership with Bike Newport during Federal Fiscal Year 2019. Their program continued growing and strengthening their RIWaves statewide initiative and expanded upon their already extensive community outreach. During FFY19, Bike Newport added 10 new staff as safer cycling instructors and deepened their relations with community partners such as Newport HEZ, FabNewport, Newport Public Schools, Newport Housing Authority, AARP-RI, and Lifespan/Newport Hospitals. Bike Newport also successfully ran an after-school program for Thompson Middle School students on bike handling skills as well as offering 20 special education students from Thompson a course on helmet fit, hand signals and tire inflation. Newport youth in general have been heavily engaged by Bike Newport during the 2019 FFY. Highlights include:</p> <ul style="list-style-type: none"> ■ 136 youth-specific program sessions ■ 170 youth participants in 39 Bike Library sessions ■ 94 bicycles were earned by Newport youth in 2019 based on a combination of volunteerism, practicing

Project Number/Title	Project Description
	<p>basic bike mechanics, and demonstrating safe cycling skills</p> <ul style="list-style-type: none"> ■ 80 bicycles and helmets were distributed to younger children free of charge. These bicycles were donated by residents and restored by Bike Garage volunteers ■ The Middle School "Roll Models" afterschool program has gained popularity. Participants learn basic mechanics, bike safety skills, bike handling, and group road rides. Three six-week sessions, 12 unique participants. ■ Building the Big Blue Bike Barn in Newport's North End addresses the growing demand for more programs for more youth. ■ Bike Newport also includes programming and outreach for adults in their city as well. Highlights include: <ul style="list-style-type: none"> ● four weekly Open Garage sessions reach capacity on a regular basis ● Open Garage sessions incorporate safe cycling education into all programs ● more than 300 bicycles were restored and distributed over the course of the year, including 200 during the summer months, providing bicycles and safe cycling information to incoming seasonal hospitality workers. ● two Traffic Safety 101 classes ● six pre-ride and roadside safe road sharing classes ● five dedicated Ladies Nights, with a focus on bicycle and road safety practices <p>Program wide numbers and participations are included below to represent the program as a whole:</p> <ul style="list-style-type: none"> ■ Bike Garage: Total 1808; average 150/month (up 40%) ■ Bike Library: Total; 204; average 17/month (down 32%) * ■ Youth Earn-a-Bike: 94 (steady) ■ Youth Bike Distribution: 80+ (steady) ■ Helmet Distribution: 250 (down 17%) ■ Lights Distribution: 300 sets (steady) ■ Bells Distribution: 250 (steady) ■ Ladies Nights participants: 30 (down 20%)

Project Number/Title	Project Description
	<ul style="list-style-type: none"> ■ Newbie Riders: 22 (up 47%) ■ Instructor Trainings: 10 (down 15%) ■ Summary Rhode Island Waves by the Numbers: ■ 12 videos for social engagement ■ One comprehensive website updated and maintained: www.RIWAVES.org ■ 100 sets of 12 posters produced (7) English and (5) Spanish ■ Two 10' banners taken to all outdoor events ■ One 5-hour and two 3-hour photoshoots generating 18-character options ■ 47 articles generated by media alerts ■ 500 surveys collected statewide ■ 225 print posters placed in 225 busses ■ 225 digital posters in 225 RIPTA busses ■ 2500 RIPTA bus passes ■ 1500 informational one-pagers distributed at events ■ 750 Stop Look Wave buttons and 500 bumper stickers distributed ■ 9 Municipalities Hosting Posters delivered to 9 cities & United Way ■ 51,169 video impressions ■ 21,427 unique views ■ 115,000 reached on Facebook ■ 50,000 Twitter impressions ■ 234 Instagram Followers ■ 36 Weekly Status Meetings ■ 2 Webinars attended by 11 and 17 statewide participants ■ 11 Blogs Posted ■ 2 Community Workshops Held ■ 6 Community Events Tables ■ 1 Summer Camp Visit ■ statewide Newspaper Interviews ■ 2 Statewide Television Interviews ■ 2 Statewide Press Conferences ■ 24 Farmers Markets Visited / 2 locations weekly – total about 240 conversations

Project Number/Title	Project Description
Project Number: FHLE 19 02 Project Title: Pedestrian & Bicycle Education Public	<p>The Office on Highway Safety will conduct pedestrian and bicycle education geared towards the general public. This educational program will focus on enlightening the general public about state and local laws involving both pedestrians and bicyclists. It is imperative that awareness is raised revolving around vulnerable road users. Informational handouts will be created in both English and Spanish highlighting motorist, bicyclist, and pedestrian responsibilities when interacting on the roadways. "Roadsharing" will be a common theme and the target audience will be taught how to safely utilize our roadways and how to be inclusive of other modes of transportation such as pedestrians and bicyclists.</p> <p>Performance: This project's development and creation will be expanded upon into FFY 2020.</p>
Project Number: FHLE 19 04 Project Title: RISP Law Enforcement	<p>This task will provide funds to enable the Rhode Island State Police to conduct patrols aimed at enforcing the state's pedestrian/bicycle laws. Patrols will be conducted year-round with a focus on the summer months primarily in downtown locations during the morning and evening commuting hours. Specific times and locations will be based on local data.</p> <p>Performance: Not Applicable: The RISP did not receive funds for Pedestrian/Bicycle enforcement during FFY 2019.</p>
Project Number: FHLE 19 03 Project Title: Training/Education of LE for Pedestrian Safety	<p>The Office on Highway Safety conducts training for law enforcement officers for pedestrian safety. Officers are provided data showing the existing issue and are encouraged to conduct pedestrian enforcement activities, using a data driven approach, in their respective communities. Officers are also trained on how to properly conduct pedestrian enforcement "Decoy operations" and a review of local state laws is also conducted. A portion of the training encompasses bicycle safety as well.</p> <p>Performance: Program Coordinators from RIDOT's Office on Highway Safety successfully held a law enforcement training for Rhode Island police officers on effective "Decoy Operations" and the importance of Pedestrian/Bicycle enforcement/awareness during FFY19. The 3-4-hour training was held on January 10, 2019 at the Municipal Police Academy at CCRI in Lincoln.</p>

Project Number/Title	Project Description
<p>Project Number: FHLE 19 01</p> <p>Project Title: Pedestrian/Bicycle Enforcement Patrols</p>	<p>This task will provide funds to enable approximately 19 municipal law enforcement agencies to conduct patrols aimed at enforcing the state’s pedestrian/bicycle laws. Grants will be funded based on a competitive application including factors such as demonstrated need, number of crashes, community size, road configuration/congestion, and violations/warnings issued. Patrols will be conducted year-round with a focus on the summer months primarily in downtown locations during the morning and evening commuting hours. Specific times and locations will be based on local data.</p> <p>Performance: 996 Pedestrian/Bicycle citations were issued during patrols totaling 1079 hours.</p>
<p>Project Number: 402 PS 19 03</p> <p>Project Title: Statewide Smart Cycling Education</p>	<p>The Rhode Island Bicycle Coalition education project will be implemented through an education and outreach program to communicate smart cycling skills to cyclists across the state. The project involves three components: (1) offering smart cycling classes to the public for free in communities where there is not currently access to such training (2) training and certifying more Rhode Islanders to offer these smart cycling training by bringing in a national certified coach (3) developing an educational booklet to provide Rhode Islanders with basic information on smart cycling. Survey evaluation will measure the effectiveness of this project. This project will include 20 classes at a cost of \$500 each.</p> <p>Performance: During the 2019 Federal Fiscal Year, the Rhode Island Bicycle Coalition continued their work in educating and promoting Rhode Island Cyclists of all ages to be safe while riding with their statewide Smart Cycling Education. The Rhode Island Bicycle Coalition worked directly with local League Certified Instructors (LCIs) to establish smart cycling courses to help train adults and young people. They worked with several partner organizations – Recycle-a-Bike (RAB), the Woonasquatucket River Watershed Council (WRWC), YWCA, and Bike Newport – to offer classes in their target communities. RI Bike also worked to establish relationships with Health Equity Zone (HEZ) organizations, recreational centers, and local farmers’ markets to both host classes and encourage people in their communities to participate in smart cycling classes. In addition, a smart cycling adult curriculum was established (Smart Cycling Basics Course, Smart Cycling</p>

Project Number/Title	Project Description
	<p>Advanced Course, and Smart Cycling the Complete Course) with materials (slides, handouts) that could be taught by any Rhode Island LCI. Courses were derived from the League of American Bicyclists curriculum, with recently updated course materials and resources. Youth-oriented smart cycling classes and after school programs were also developed, which combined fun activities (e.g. a "Bike Rodeo" or "Obstacle Course") with the information taught in their Smart Cycling Basics curriculum. Youth classes focused more on interactive (bike riding) activities and less on classroom instruction, keeping the students engaged during the learning process.</p> <p>This year, classes were conducted in a wide variety of locations, enabling RI Bike to serve a broader population than ever before. Classes or events were held in Olneyville Public Library, Wanskuck Public Library, Marian J Mohr Memorial Library, Dash Bicycle Shop, Winters Elementary School, Pawtucket, YWCA Providence, Neutaconkanut Park Farmers Market and Armory Park Farmers' Market. In FFY19, classes were offered through two new partner organizations--the Boy Scouts of America and DASH Bicycle while maintaining relationships with RAB, WRWC, Bike Newport.</p> <p>To conclude, the Rhode Island Bicycle Coalition led 30 classes or events in FFY19, exceeding their original proposed goal of 20 classes. As a result, significantly more Rhode Island residents were exposed to biking education than in previous years. Classes were also offered in more locations, including Newport, Providence, Pawtucket, Central Falls, Kingston and Barrington. In the previous year, classes were only taught in Newport and Providence. RI Bike maintained a small working group to focus on organizing classes. This continues to work very well and has led to good consistency in our classes across instructors. A total of 223 people were educated over the course of the year at various events and smart cycling classes.</p>

Project Number/Title	Project Description
Project Number: FHPE 19 01 Project Title: Pedestrian Safety Paid Media	<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: Please see media section for scope of deliverables.</p>
Project Number: FHPE 19 02 Project Title: Pedestrian Safety Creative Media	<p>OHS' contract with a public relations firm for creative media will include creation and production of ads for a pedestrian/bike safety campaign. This task will meet the requirements within the Grant Funding Policy Part II E by ensuring that all television advertisements include closed captioning. In addition, this project will be evaluated based on the criteria set out in the Section 402 Advertising Space Guidance.</p> <p>Performance: A new pedestrian campaign was created. Please see the media section for full scope of this program.</p>
Project Number: FHLE 19 05 Project Title: Youth Bike/Ped Safety Woonasquatucket River	<p>Woonasquatucket River watershed Council developed a program focusing on elementary and secondary school ages children bicycle and pedestrian safety. This program will purchase program bicycles and locks for the children to learn to safely ride; provide printed safety materials; and will include instructor stipends and a percentage of educator salaries. 33 bicycles are budgeted with 200-500 children will be trained.</p> <p>Performance: The Office on Highway Safety continued their partnership with the Woonasquatucket River Watershed Council's (WRWC) Red Shed Bike Program in 2019's fiscal year. The goal of their program in 2019 was to teach bicycle safety to youth in the City of Providence with a focus on the Olneyville, Manton and Harford Neighborhoods which surround the Woonasquatucket River Watershed. According to the Bicycle Mobility Plan - DRAFT 3 technical Memorandum #1, 15,000 to 16,000 vulnerable road users cycle in the vicinity of the Woonasquatucket River Greenway in Providence annually. In the Providence Metro area, this number goes up to 169,000. These numbers are extrapolated from actual counts in 2017 and 2018. In table 2 of the</p>

Project Number/Title	Project Description
	<p>same document, "Table 2 – Bicycle Crashes and Severity per Municipality (January 1, 2014 – August 30, 2017)" 338 injuries were reported. Clearly cyclists and pedestrians in this area are vulnerable to accidents and injuries. By focusing on youth ages 8 to 18, WRWC seeks to educate the next generation of vulnerable road users to help them be safer and better-informed users of our roadways.</p> <p>In the Fall of 2018, the Red Shed ran an after-school program with the Manton Avenue Project. For three Fridays in October, eight students from the Manton Avenue Project came to the Red Shed to participate in a bike safety program where they learned safe riding skills, rules of the road, helmet fit, and pre-ride safety checks. In both October of 2018 and May of 2019, the Red Shed led two bike education classes with middle school students participating in the Woonasquatucket River Adventurers program. A total of 23 students were met with during these courses between the ages of 11-14. The Red Shed ran two bicycle safety classes with two separate YWCA programs in the spring of 2019. In partnership with the GEMS program, the Red Shed delivered four bike safety classes to a group of 14 middle school girls who had received bikes through their participation in the program. Additionally, the Red Shed delivered two bicycle safety classes to 15 elementary aged girls in the YWCA's after-school STEAM program. Red Shed offered a five-day camp during April school vacation week. Seven girls ages 7-10 from William D'Abate Elementary School attended the camp. Six of the seven learned to ride a bike for the first time while attending camp. During two separate Fish Release celebration events/field days, the Red Shed taught helmet safety, bicycle safety checks and rules of the road to over 250 3rd-5th graders from Paul Cuffee and William D'Abate Elementary School. Finally, The Red Shed offered eight one-week camps to children between the ages of 8-13. This year they had a total of 91 children attend their summer camp. Every day at camp involved lessons in bike safety, bike repair and group rides along the Woonasquatucket River Greenway.</p> <p>Program Numbers:</p> <ul style="list-style-type: none"> ■ 60 bicycle safety program days ■ 408 Students participated in bicycle Safety programs

Project Number/Title	Project Description
	<ul style="list-style-type: none"> ■ 143 Smart Cycling Guides (created by the League of American Bicyclists) were given to students who participated in our programs.
Project Number: FHTR 19 01 Project Title: State Agencies (RIMPA) Ped/Bike Training	OHS will contract with a qualified consultant to serve as the LEHSTC. The LEHSTC will work as the liaison through the Office of Highway Safety and will promote law enforcement participation in Operation Blue RIPTIDE and other program areas, conduct outreach to police chiefs, and provide traffic safety training. The LEHSTC will also serve as the Program Coordinator for the Standardized Field Sobriety Testing (SFST) Refresher Training courses. OHS will continue to reinvigorate DRE training and program implementation through the LEHSTC. Performance: Please see the EBE section for completed project details.

3.7 Speed

Problem Statement

Rhode Island has had mixed success in reducing speed-related fatalities, with regular fluctuations in fatalities. In 2017, there were 41 speed related fatalities, the highest number since 2012 when there were 30. OHS completed nine speed-related projects in 2019 to help address this issue. Preliminary numbers for 2019 show a reduction in the number of speeding-related fatalities, down to 13, and driving the five-year average down to 25. However, this does not meet the five-year target of 21 speed-related fatalities. The spike in 2017 means that Rhode Island will need to maintain several years of sustained effort to significantly drive the five-year average downward. Speed enforcement and awareness campaigns are primary tools Rhode Island will use to promote safer speeds by the traveling public.

Performance Measures and Targets

Table 3.11 summarizes the speed-related performance measures and targets identified in the 2019 HSP. The relationship between the individual projects and the program area performance measures is described in **Table 3.12**.

Table 3.11 Speed-related Performance Measures

Performance Targets	Performance Measures
Reduce the five-year average speed-related fatalities by 9 percent from 23 (2013 to 2017 average) to 21 (2015 to 2019 average) by 2019.	Number of speed-related fatalities. The five-year average was 25, despite a significant drop in the actual number of speed-related fatalities in 2019.

Planned Activities and Funding

The 2019 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 just under one-quarter of fatalities in 2019. The OHS completed nine speed projects in FFY 2019 to work toward addressing this number.

Table 3.12 FFY2019 Speed Projects

Project ID	Project Title	Related Performance Measure(s)	Funding Source	Funds Obligated (FFY 2019)	Project Status
402 PT 19 04	Municipalities Speed Enforcement	Speed-related fatalities	Section 402	\$315,000.00	Completed
402 PT 19 02	State Agencies (RISP) Speed Enforcement	Speed-related fatalities	Section 402	\$111,412.00	Completed
402 PT 19 06	State Agencies (URI) Speed Enforcement	Speed-related fatalities	Section 402	\$2,000.00	Completed
402 PM 19 03	Paid Media (PT)	Speeding citations issued during grant-funded enforcement activities	Section 402	\$100,000.00	Ongoing
402 PM 19 04	Creative Media (PT)	Speeding citations issued during grant-funded enforcement activities	Section 402	\$150,000.00	Ongoing/Used NHTSA Media
402 PT 19 03	State Agencies (RIMPA) Law Enforcement Highway Safety Training Coordinator (LEHSTC)	Speeding citations issued during grant-funded enforcement activities	Section 402	\$65,000.00	Completed
402 PT 19 05	State Agencies (RISP) Crash Reconstruction Equipment	Speed-related fatalities	Section 402	\$11,412.00	Completed
402 PT 19 07	RI Police Chiefs Association - Safety Partnership Program	Speeding citations issued during grant-funded enforcement activities	Section 402	\$48,925.00	Completed
402 PT 19 08	Speed Assessment	Speed-related fatalities	Section 402	\$40,000.00	Not Completed

Project ID	Project Title	Related Performance Measure(s)	Funding Source	Funds Obligated (FFY 2019)	Project Status
402 PT 19 09	Municipalities Speed Initiative	Speeding citations issued during grant-funded enforcement activities	Section 402	\$100,000.00	Completed

Project Descriptions

The following are descriptions of the speed projects, including the project title and outcomes of the projects over the 2019 fiscal year.

Project Number/Title	Project Description
Project Number: 402 PT 19 04 Project Title: Municipalities Speed Enforcement/Equipment	<p>OHS will fund implementation of the “Obey the Sign or Pay the Fine” overtime speed enforcement patrols by local city/town police departments. OHS is expecting participation from potentially 38 communities. Patrols are 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. OHS will fund speed enforcement related equipment for municipal departments in support of sustained enforcement efforts.</p> <p>Performance: Municipal Police Departments issued 7,627 speeding citations over 4,723.50 hours on OHS grant funded details during FFY 2019.</p>
Project Number: 402 PT 19 02 Project Title: State Agencies (RISP) Speed Enforcement	<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. OHS will fund speed enforcement related equipment for the RISP in support of sustained enforcement efforts.</p> <p>Performance: The RI State Police issued 2,026 speeding citations over 1,655 hours on OHS grant funded details during FFY 2019.</p>
Project Number: 402 PT 19 06 Project Title: State Agencies (URI) Speed Enforcement	<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.</p> <p>Performance: URI issued 79 speeding citations over 36 hours on OHS grant funded details during FFY 2019.</p>
Project Number: 402 PM 19 03 Project Title: Paid Media (PT)	<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</p>

Project Number/Title	Project Description
	<p>captioning. In addition, this project will be evaluated based on the criteria set out in the Section 402 Advertising Space Guidance.</p> <p>Performance: Our "Paid Media Report" evaluation is included in the FFY 2019 Media report portion of this document.</p>
<p>Project Number: 402 PM 19 04 Project Title: Creative Media (PT)</p>	<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: We contracted with a firm that developed a creative media campaign that is in the final stages to be implemented during FFY 2020.</p>
<p>Project Number: 402 PT 19 03 Project Title: State Agencies (RIMPA) Law Enforcement Highway Safety Training Coordinator (LEHSTC)</p>	<p>OHS will contract with a qualified consultant to serve as the LEHSTC. The LEHSTC will work as the liaison through the Office of Highway Safety and will promote law enforcement participation in Operation Blue RIPTIDE and other program areas, conduct outreach to police chiefs, and provide traffic safety training. The LEHSTC will also serve as the Program Coordinator for the Standardized Field Sobriety Testing (SFST) Refresher Training courses. OHS will continue to reinvigorate DRE training and program implementation through the LEHSTC.</p> <p>Performance: The Law Enforcement Liaison is involved in all aspects of the 39 cities / towns and State Police's planning, reporting, monitoring, funding, and participation in yearly enforcement campaigns. As the States DRE, ARIDE and SFST Coordinator, the LEL is responsible for all aspects of monitoring, training, deployment, reporting, record keeping, travel, etc. of all three (3) programs. The LEL is also responsible for all aspects of the on-line ARIDE, which includes ensuring candidates are SFST proficient as well as following the NHTSA and IACP protocols.</p>

Project Number/Title	Project Description
<p>Project Number: 402 PT 19 05</p> <p>Project Title: State Agencies (RISP) Crash Reconstruction Equipment</p>	<p>The Rhode Island State Police Crash Reconstruction Unit currently uses the Bosch Crash Data Retrieval System. Due to advancing technologies including autonomous and driver assisted vehicles, a new CAN module interface is needed along with the updated cables and software. To increase scene clearance, they are also looking to purchase a Vericom VC4000DAQ for scene friction measurements, scene markers for evidence points and crash recon mathematical software for mobile use. Since fatal and serious motor vehicle crashes often result in road closures, detours and long traffic delays, the State Police will now be able to re-open the road in a more expeditious manner, while obtaining more accurate measurements. The State Police also assist municipal departments with this equipment and investigations of these crashes.</p> <p>Performance: In December of 2018 and February of 2019, the Rhode Island State Police purchased the indicated equipment. This equipment allows for precision measurements to capture, document and intergrate the findings into the crash reconstruction investigation. These purchases have resulted in faster clearance times and more accurate measurements. This equipment has provided excellent data for our analysis and enhanced our final report presentations.</p>
<p>Project Number: 402 PT 19 07</p> <p>Project Title: RI Police Chiefs Association - Safety Partnership Program</p>	<p>RIDOT/OHS will partner with RIPCA on other traffic safety initiatives to include distracted driving and pedestrian safety. Funding will allow the RIPCA to disseminate information from the Office on Highway Safety to all active law enforcement leadership entities and other state agencies (ie; DEM). The RIPCA will also lead a media effort which includes law enforcement safety information by all municipalities. This project supports a portion of the salary of the RI Police Chiefs' Executive Director's salary. It also affords the membership of the RIPCA an opportunity to create and buy media pieces which highlight municipal law enforcement messages and efforts. Any media pieces will be pre-approved 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-</p>

Project Number/Title	Project Description
	up with other stakeholders to address needs identified in those various meetings. 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.
Project Number: 402 PT 19 08 Project Title: Speed Assessment	RIDOT requested NHTSA to conduct a Speed Assessment project. Funding will encompass all expenses and tasks associated with the assessment's scope of work. Performance: The request for an assessment was postponed. NHTSA does not have a developed assessment for state speed programs to date.
Project Number: 402 PT 19 09 Project Title: Municipalities Speed Initiative	OHS will fund implementation of an innovative Speed Enforcement program utilizing speed crash data. Local city/town departments with problem areas will be invited to participate in the program development from the ground up. This will establish ownership of the program to increase participation and completion. This pilot program will allocate funds to the participating (up to 5) departments for overtime enforcement patrols. Earned media will be expected. Enforcement areas will be evidence based and on the overall community safety needs. OHS is modeling this program against its pedestrian safety enforcement program. The communities chosen to participate (using data) will create their own strategies as a single comprehensive group and adapt this Speed strategy to each individual community. OHS will supplement speed details in these communities. Performance: 5 Municipal Police Departments were funded with additional funds for this program and 1 utilized their current funding to be part of the initiative. The six departments issued 902 speeding citations on OHS grant funded details during August and September. Most communities observed a reduction in crashes (only the one not awarded additional funds) and reported the program was a useful tool in combating speed issues.

3.8 Traffic Records

Problem Statement

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

Performance Measures and Targets

Table 3.13 summarizes the traffic records performance measures and targets identified in the 2019 HSP. The relationship between the individual projects and the program area performance measures is described in **Table 3.14**.

Table 3.13 Traffic Records Performance Measures

Performance Targets	Performance Measures
Reduce the percentage of citation records with missing critical data elements.	Percentage of records. Maintained percentage of crash records with no errors in MMUCC critical data elements: 99.24% (April 2017 to March 2018) increased to 99.25% (April 2018 to March 2019).
Increase the percentage of crash records with latitude and longitude values entered by the officer from 77.96 percent in March 2018 to 90 percent in March 2019.	Percentage of records. The percentage of crash reports with complete location data measurements decreased by 0.03% from 77.96% in 2017 to 77.93% in 2019.
Increase the percentage of appropriate records in the crash database that are linked to another records database from zero percent in July 2017 to five percent by September 2019.	Percentage of records. Rhode Island data partners are actively working on data integration efforts between agencies and are identifying steps and actions to enable these data integration activities.
Increase the percentage of appropriate records in the crash database that are integrated with the crime database from zero percent to two percent by September 2019.	Percentage of records. This activity was not conducted.

Planned Activities and Funding

The 2019 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 2019 to address the above performance measures and make progress toward the targets.

Table 3.14 FFY2019 Traffic Records Projects

Project ID	Project Title	Related Performance Measure(s)	Funding Source	Funds Obligated (FFY 2019)	Project Status
M3 DA 19 03	Department of Health State Agencies EMS	Percentage of records.	Section 405C	\$56,000.00	Completed
M3 DA 19 05	Crash Form Training	Percentage of records.	Section 405C	\$75,000.00	Continuing into FY20
M3 DA 19 02	Crash MMUCC Revision	Percentage of records.	Section 405C	\$75,000.00	Continuing into FY20
M3 DA 19 04	Traffic Records Data Warehouse	Percentage of records.	Section 405C	\$200,000.00	Not conducted
F1906 19 01	TRCC Consultant Services	No related PM	Section F1906	\$400,000.00	Completed
M2 HVE 19 08 / FDLDATR 19 03 / FESDD 19 01 / FHLE 19 07	Traffic Safety Academy	Percentage of records.	Section 405B Section 405B Section 405E Section 405H	\$25,000.00 \$25,000.00 \$25,000.00 \$25,000.00	Completed
M3 DA 19 01	RMS System	No related PM	Section 405C	\$200,000.00	Not created

Project Descriptions

The FFY 2019 HSP project list to address traffic records includes the project number, title, description, and performance.

Project Number/Title	Project Description
<p>Project Number: M3 DA 19 03</p> <p>Project Title: Department of Health State Agencies EMS</p>	<p>NHTSA funds will support the Rhode Island Emergency Medical Services Information System (RI-EMSIS), specifically to defray the cost for the state’s vendor ImageTrend to host and maintain the system. Since its implementation in 2012, the Center for Emergency Medical Services (CEMS) has collected 734881 electronic run reports, including 22,800 related to incidents involving motor vehicles and pedestrians.</p> <p>Performance: The Center for Emergency Medical Services (EMS) requires all licensed agencies to submit data electronically to the Rhode Island Emergency Medical Services Information System (RIEMSIS), which is managed by the state’s software vendor ImageTrend. The awarded grant funds allowed for continuation of services provided by ImageTrend, including technical support, data storage on a secure cloud-based server, data collection tools, and an automatic data feed that imports patient care reports (PCR) from EMS agencies to the state in near-real time. The grant funds were successful in supporting not only the routine collection of EMS PCR data, but information sharing among key stakeholders, analytics, and syndromic surveillance of multiple health conditions as well. EMS records that successfully pass data validation enter the RIEMSIS data repository and are subsequently pushed through a live data feed to external endpoints, including the National EMS Information System (NEMSIS), CurrentCare and Biospatial.</p> <p>The purchase of the ImageTrend software specifically facilitated uninterrupted data collection of NEMSIS standardized fields measuring pre-hospital assessment and care of patients involved in motor vehicle crashes (MVC). Using data supplied by the ImageTrend application programming interface (API), the Biospatial endpoint uses a machine learning algorithm to identify EMS MVC-related incidents and categorizes them based on severity. Between October 1, 2018 and September 30, 2019, the Biospatial platform reported that EMS responded to 5,854 MVC-related calls. Based on EMS providers’ assessment documented in the PCR, patients’ injury severity was classified as “Unknown,” “Non-</p>

Project Number/Title	Project Description
	<p>Severe," "Severe," "Likely Fatal" and "Fatal." The algorithm assigns these classifications using NEMSIS version 3 standard elements and the applies the following definitions created by Biospatial:</p> <p>MVC Related Incident: An incident is categorized as involving an MVC if two or more of the following NEMSIS fields are present and valid in the PCR: Vehicular injury risk factors, area of vehicle impacted, location of patient in vehicle, occupant safety equipment (with value other than "none"), airbag deployment. If those criteria are not met, a second less exclusive evaluation is made to assess presence of dispatch complaint as "Automated Crash Notification" or if Provider Impression (Primary/Secondary) or cause of injury indicate ICD 10 codes V2-V8.</p> <p>MVC Unknown Severity: Unknown severity is the default value for incidents identified as MVC.</p> <p>MVC Non-Severe: Patients' injury severity estimate will be non-severe if the record does not indicate a fatal outcome and one or more of the following criteria is met: the median value of the revised trauma scores (both explicit and computed) is greater than or equal to 11; patient disposition indicates evaluation with or without treatment or transportation by EMS.</p> <p>MVC Severe: Patients' injury severity estimate will be severe if the record does not indicate a fatal outcome and the patient disposition does not indicate a non-severe disposition and the median value of the revised trauma scores (both explicit and computed) is greater than or equal to 5 and less than 11.</p> <p>MVC Likely-Fatal: Patients' injury severity estimate will be likely fatal if the record does not indicate a fatal outcome, the patient disposition does not indicate a non-severe disposition and the median value of the revised trauma scores (both explicit and computed) is less than 5.</p> <p>MVC Fatal: Patients' injury severity estimate will be fatal if one or more of the following criteria is met: patient disposition indicates patient death; either initial or final patient acuity indicates death; reason for CPR discontinuation indicates death; cardiac arrest outcome indicates death in the field or death in the emergency department; outcome disposition from emergency department, hospital, or discharge indicates patient death.</p>

Project Number/Title	Project Description
	<p>Please note that the above classifications of injury severity are estimates based on the EMS provider assessment and completion of NEMESIS fields (i.e. non-narrative search) in the PCR. The final health outcome of the patient may change upon admittance to the destination facility and hospital outcome data is not routinely captured in the PCR. This may result in the underestimation of fatal outcome data when assessing MVC severity using EMS records alone. The standard for a patient to be pronounced dead by EMS in the field requires lack of vital signs and one of the following: rigor mortis, fixed lividity, obvious injury incompatible with life or obvious changes of decomposition (for pediatric patients, only injuries incompatible with life and/or decomposition accompanied by lack of vital signs can be classified as biological death).</p> <p>Of the 5,854 EMS runs that were classified as MVC-related, 837 (14.3%) were of unknown injury severity, 4,927 (84.2%) were non-severe, 67 (1.1%) were severe, 2 (0.0%) were likely fatal, and 21 (0.4%) were fatal. The following figures depict the distribution of MVC injuries throughout the grant period. These figures were generated in Biospatial, which depends on the ImageTrend API funded by this grant to received and process EMS data.</p> <p>Most injuries sustained through motor vehicle crashes during this time period were non-severe (84.2%) whereas 90 events (1.5%) were classified at a higher severity. The highest counts of MVC occurred in the summer months (June, July, August). There was a slight decrease in EMS records submitted to the state in February and March of 2019 (omission of approx. 2-3 thousand records per month) which may affect counts of MVC during these months. When assessing demographic differences in MVC injuries at the aggregate level distribution of patients' gender is homogenous and does not vary widely across age groups. Men and women in the 20-29-year age group were most commonly involved in EMS MVC-related runs. However, injuries with a more severe injury estimate show a distinct shift in gender distribution, wherein males account for almost 3 in 4 (71.9%) MVC incidents classified as severe, likely fatal or fatal. Men ages 20-49 years were more likely than any other group to be involved in a severe MVC.</p>

Project Number/Title	Project Description
Project Number: M3 DA 19 05 Project Title: Crash Form Training	<p>OHS will conduct training for the updates to the crash report based on MMUCC requirements. This will include training and presentations to all law enforcement which can include power point or web-based training and handouts or brochures. Dash cards will be made to given to the departments to place into police cruisers as a quick reference for officers completing crash reports.</p> <p>Performance: This crash form training was provided in February 2019 by members of the RIDOT OHS. It was successful in lowering the number of mis-reported incapacitating injury crashes.</p>
Project Number: M3 DA 19 02 Project Title: Crash MMUCC Revision	<p>OHS will purchase various training materials to support the MMUCC Crash reporting project. With the requirement to change our serious injury data input form we will need to create new templates which explain what we need officers to do to assure our federal reporting requirements. In conjunction with training law enforcement of the updates to MMUCC reporting requirements, the OHS will purchase various training materials through an approved vendor. This will include handouts, brochures and dash cards for police vehicles as a quick reference guide for data input. None of the funding will be used to cover salary, however, consideration will be given to hire a consultant.</p> <p>Performance: Training materials were distributed to the various law enforcement agencies throughout the state in conjunction with the crash form training which was conducted.</p>
Project Number: M3 DA 19 04 Project Title: Traffic Records Data Warehouse	<p>Develop a data warehouse into which all traffic records systems submit data; develop linkages between the various data sets and provide data warehouse drill down and reporting capabilities that support highway safety decision-making.</p> <p>Performance: It was the intention of our unit to provide data linkage models to support all crash record data streams. Due to capacity and limited support this program was not created.</p>

Project Number/Title	Project Description
Project Number: F1906 19 01 Project Title: Traffic Records Coordinating Committee Consultant Services	<p>RIDOT/OHS will contract with outside consultants to create a reporting system (ATRION, Inc and another consultant for analytic purposes TBD), maintain IT requirements, and service all Rhode Island law enforcement agencies (ATRION) in their mandate to collect data sets included within Rhode Island's CCPRA statute. The OHS will also provide updated software and equipment necessary for law enforcement agencies to comply with the statute. The funds will also support RIDOT'S MIS data maintenance and service requirements.</p> <p>Performance: We remain in a data collection and reporting mode regarding this project. The consultants completed their scope of work for FFY 2019.</p>
Project Number: M2 HVE 19 08 / FDLATR 19 03 / FESDD 19 01 / FHLE 19 07 Project Title: Traffic Safety Academy	<p>OHS funded a pilot program focusing on the emphasis areas of the SHSP with an 8-week (3 hours per, 24 hours total) training and education program for local community members. The program used classroom and external demonstrations/participation instruction blocks that targeted the highway safety program areas.</p> <p>Three different sessions were held. The first was at the East Greenwich Campus of the New England Institute of Technology (NEIT). The second was also hosted by NEIT but at the Warwick, Criminal Justices Programs Campus. The third was held at the Tiverton Rod & Gun community room.</p> <p>Performance: There were 79 registered participants for the three sessions. An independent evaluator was used, and the program was rated at an average of 3.83 out of a four-point scale. The evaluator also indicated that there were significant increases to the knowledge base of the participants from the conducted post surveys.</p>
Project Number: M3 DA 19 01 Project Title: RMS System	<p>Continue with the implementation of a Statewide Records Management, Traffic Records, and Computer Aided Dispatch System (RMS/CAD). The project will consolidate all Rhode Island law enforcement agencies onto a single RMS/CAD platform. Updating the system will allow police departments to contribute and receive information from one central records management system.</p> <p>Performance: Continue the program into FFY 2020.</p>

3.9 Young Driver

Problem Statement

Consistent with national trends, young drivers were overrepresented in fatal crashes in Rhode Island when the 2019 HSP was developed. The number of younger driver related fatalities was three in 2019, continuing a drop from the spike of 13 in 2017. This helps to drive the five-year average down to the target of 7. Sustained efforts for several years will be needed to maintain a lower five-year average to offset the spike in 2017. Rhode Island will continue to conduct its outreach efforts over the next few years to promote safe driving by young drivers. Historically, young drivers age 16 to 20 years old represented about five percent of Rhode Island licensed driver population; in 2019, they represent five percent of all fatalities.

Performance Measures and Targets

Table 3.15 summarizes the younger driver performance measures and targets identified in the 2019 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
Reduce the average number of drivers age 20 or younger involved in fatal crashes by 13 percent from a five-year average of 8 (2013 to 2017 average) to 7 (2015 to 2019 average).	Number of young drivers (age 16 to 20) involved in fatalities and serious injuries. Although there were 3 young drivers involved in fatal crashes in 2019, the significant spike in 2017 means that several years of low fatality numbers are needed to achieve lower five-year averages.

Planned Activities and Funding

The 2019 HSP identified ten projects to address the above performance measures and make progress towards the targets. **Table 3.16** lists the ten projects, including the relevant performance measures; the funds obligated to each project; and the project status.

Performance Results

OHS completed eight young driver projects in FFY 2019 to address the above performance measures and make progress toward the targets.

Table 3.16 FFY2019 Young Driver Projects

Project ID	Project Title	Related Performance Measure(s)	Funding Source	Funds Obligated (FFY 2019)	Project Status
402 SA 19 02	Cranston Child Opportunity Zone (COZ) Passport to Safety	Number of young drivers (age 16 to 20) involved in fatalities and serious injuries.	Section 402	\$12,294.00	Completed
402 SA 19 03	Young Voice Keeping Young Drivers Safe		Section 402	\$25,000.00	Completed
402 SA 19 04	ThinkFast Interactive High School Education Program		Section 402	\$50,000.00	Completed
402 SA 19 05	Comprehensive Youth Educational Traffic Safety Model		Section 402	\$200,000.00	Completed
402 SA 19 06	Student/Intern Safety Education		Section 402	\$60,000.00	Not conducted
402 SA 19 07	RI Interscholastic League - Traffic Safety Is A Team Sport		Section 402	\$50,000.00	Completed
402 SA 19 08	AAA Northeast - Young Driver Summit		Section 402	\$10,000.00	Completed
402 SA 19 09	State Agencies (HEALTH) YRBS Survey		Section 402	\$6,000.00	Completed
402 DE 19 01	Driver's Education Assessment		Section 402YA	\$40,000.00	Not Completed
402 SA 19 10	JSI Research and Training Institute		Section 402	\$8,175.00	Completed

Project Descriptions

The FFY 2019 HSP project list to address young drivers includes the project number, title, description, and performance.

	Project Description
<p>Project Number: 402 SA 19 02</p> <p>Project Title: Cranston Child Opportunity Zone (COZ) Passport to Safety</p>	<p>The COZ project will foster cooperation between Cranston families and community education, social service, healthcare, 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, and teach the dangers of distracted driving to young drivers. The Cranston COZ reaches 3,000 students (many are young drivers) and their families a minimum of 12 times annually in person</p> <p>Performance: Over the 2019 federal fiscal year, The Cranston Family Center/ COZ (Child Opportunity Zone) partnership with the OHS aimed to promote seatbelt safety, inform families about distracted driving, educate them on pedestrian safety, and share the impaired driving message. The Cranston Center/COZ services over 3,000 students and their families at the eight Title 1 schools in Cranston. All programs facilitated by the Cranston Family Center during the 2018/19 grant year provided responsive safety programming based on the State of Rhode Island Highway Safety Plan and their website has been updated with links/messaging to NHTSA’s website. The Family Centers Early Childhood Home Visiting program incorporated a safety message brought into the homes of participating families with preschool children. This program’s Home Educator visits an average of 20 families per month, and visits three pre-kindergarten classes per month. Each home visit incorporated a car seat, and seatbelt safety education for parents and children. During this grant year the COZ also hired a bilingual parent outreach worker to make all their program’s safety materials more accessible to all families in Cranston. In the past school year, the COZ has distributed 26,083 pieces of printed education material information: 10,598 Buckle Up or Car Seat safety messages, 6,630 distracted driving materials, 1,202 bicycle safety materials, and 6,135 pedestrian safety materials. The Cranston Center also surveys the families that they work with annually to ensure the right messaging is being received. 91% of those surveyed said that they received safety material from the Family Center and found it helpful.</p>

	Project Description
	<p>Cranston COZ Partnerships and Events FFY 19:</p> <ul style="list-style-type: none"> ■ 4 Family Literacy Workshops with Cranston Public Library (we held one series instead of two because of construction at the library) ■ 8 Back to School Celebrations ■ 8 Open House Nights ■ 1 City-wide Safety Fair with Head Start/CCAP ■ 8 Family Nights ■ 1 National Night Out ■ 1 YMCA International Welcoming Day ■ 15 Parent Training Workshops ■ 1 Community Police "Ask the Captain" event with Cranston PD ■ 4 Buster the Bus events with AAA ■ 20+ individual school events
<p>Project Number: 402 SA 19 03 Project Title: Young Voices Keeping Young Drivers Safe</p>	<p>Young Voices led by program facilitator Karen Feldman, have created comprehensive safety-driven distracted driving curriculum. It will be offered to 2,000 young drivers in order to reduce their texting while driving behavior. Monthly trainings will take place from October 2017 through September 2018. Through the training youth gain skills in creating communications and networking abilities that serve to support their safe behavior and begin a peer to peer change model. A pre- and post-test will be administered and returned data will be analyzed in order to promote ongoing strategies that support decreased distracted driving behavior by youth. Outreach efforts will include college campuses such as CCRI, URI, RIC, and Bryant University. Local high schools will also be included in the outreach efforts.</p> <p>Performance: The Office on Highway Safety was happy to partner with Young Voices again during the 2019 fiscal year. Young drivers, ages 16-20, are a critical population to serve because they are consistently overrepresented in serious injury and fatal crashes. This program offers innovative and engaging highway safety programs that inspire the next generation of drivers to make a strong and sustained commitment to safe driving. In FFY 2019, Young Voices continued with its strong track record of success reaching high school youth across Rhode Island through youth-led highway safety trainings, relevant social media campaigns, contests and PSAs. Ten youth were involved on a weekly</p>

	Project Description
	<p>basis on the transportation policy team at Young Voices. A majority of the youth educators were from Providence and represented six different high schools. This team of youth educators received advanced leadership and advocacy training 1-3 times per week year-round. Trainings at Young Voices focus on skill development in four key areas: public speaking, policy analysis and critical thinking, communicating with adult leaders and policymakers, and professionalism.</p> <p>Young Voices served 196 youth in the 2018-2019 school year with advanced leadership and advocacy training. The transportation policy team at Young Voices led by two students, and supported by the Program Coordinator, met every other week. There was a total of 25 transportation policy team meetings at Young Voices with a consistent team of 8-10 youth educators present at every meeting. Young Voices successfully expanded their youth-led prevention programs to reach a new program site, Rogers High School in Newport. Youth educators also modified their curriculum to include more information on pedestrian and passenger safety. Overall, 10 youth educators led 14 sessions at 5 different sites across Rhode Island. They reached 139 high school students through a multi-session, youth-led training from December 2018-July 2019.</p> <p>Finally, Young Voices developed a PSA on Pedestrian Safety. Youth identified jaywalking as a serious and growing concern on the road for teens. Students were involved in every aspect of the design and production of a PSA focusing on pedestrian safety called "We Don't Jaywalk." Youth have reached 100+ peers with their PSA and positive message to use the crosswalk because it's the cool thing to do. Youth and staff in Young Voices will continue to promote the PSA on their personal and professional social media accounts to reach more people.</p>
<p>Project Number: 402 SA 19 04 Project Title: ThinkFast Interactive High School Education Program</p>	<p>Up to 50 high schools and middle schools will be offered the opportunity to experience the ThinkFast Interactive program during the 2019 school calendar. This game show style program blends critical highway safety messaging with engaging pop culture references to command the attention of a school assembly. Programming will be strategically coordinated to precede high-risk weekends (Halloween, homecoming, prom season, etc.). Participants accept the responsibility to complete pre-and post online, knowledge-based evaluation surveys.</p>

Project Description

Performance: RIDOT's Office on Highway Safety continued its partnership with ThinkFast Interactive by TJohn E. Productions during the 2019 fiscal year. This program's success is measured yearly by their innovative approach to impart safe driving messaging to Rhode Island Youth. Think Fast Interactive is an awareness game show owned and operated by TJohn E that appeals to all ages with a high-tech production set, mainstream music, entertaining host, and informative yet engaging highway safety related trivia. The content of the trivia promoted RIDOT safety messaging included Distracted Driving, GDL policies, Teen Crash Data, and Impaired Driving. The program also utilizes pre and post evaluation to monitor the success of each performance and determine which content is the most necessary to touch upon.

During the Federal Fiscal year of 2019, ThinkFast Interactive presented at 22 middle and High Schools across the state of Rhode Island, and also at Youth Force's Summer Summit. The program was delivered to 5,911 students total. Of these students, 2,012 pre surveys were completed, and 1,211 post surveys.

Schools Presented to:

- Barrington High School
 - Barrington Christian Academy (HS)
 - Beacon Charter School (HS)
 - Birchwood Middle School
 - Burrillville High School
 - Coventry High School
 - Cumberland High School
 - Davisville High School
 - Hope Highlands Middle School
 - Lawn Middle School
 - Lincoln High School
 - Mount Hope High School
 - Parkview Middle School
 - Ponaganset High School
 - St. Andrews High School
 - Scituate High School
 - The Prout School (HS)
 - Western Hills Middle School
 - North Kingstown High School
-

	Project Description
	<ul style="list-style-type: none"> ■ North Smithfield High School ■ Toll Gate High School ■ Winman Junior High School ■ Youth Force Summit (Roger Williams University)
<p>Project Number: 402 SA 19 05</p> <p>Project Title: Comprehensive Youth Educational Traffic Safety Model</p>	<p>RI's OHS aims to engage two key demographics in the community through this innovative young driver program. This comprehensive educational program will offer students in grades 9-12 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 all which will target safety issue areas. The seminar will highlight prevention, education, community and school alcohol prevention strategies, team building, traffic safety education, and substance-free alternative activities. Students will be evaluated with a pre- post survey as well as a tracking and monitoring of the plans that implement in their communities. This will be a youth initiative modeled after OJJDP's TeamSpirit program. It will consist of programming directly related to all traffic safety initiatives and targeted issue areas.</p> <p>Performance: The Office on Highway Safety was proud to partner with the Rhode Island Police Chief's Association for their new Youth Leadership Program, Youth Force in FFY19. Attendees to this summit learned key traffic safety information/messaging on emphasis areas such as Occupant Protection, Impaired Driving, Speed, Distracted Driving, GDL laws, and Young Drivers statistics. Other workshops focused on how to be smart decision makers and leaders in any given situation. This program, modeled after Team Spirit, is a two-part program. The first starts with a summit that took place on August 6-9th at Roger Williams University. The second part of this program expands upon the summit with year-round action plans that each student who attended the summit conducts and oversees with the guidance and support of Youth Force's Coordinator, Rebecca Bowman White. There was an impressive turnout for the summit's first year, with 90 youth from 27 High Schools across the state in attendance. The summit featured pre and post evaluation to determine a baseline and whether the delivered workshops/presentations resonated with the youth. In preparation for FFY 2020, more students have already become interested in attending next years summit, and</p>

	Project Description
	<p>students have been working on different traffic safety events for their year-long action plans!</p> <p>High schools in attendance at summer Summit:</p> <ul style="list-style-type: none"> ■ Barrington High School ■ St. Andrews School ■ Bishop Hendricken ■ Blackstone Academy Charter School ■ Burrillville High School ■ Chariho High school ■ West Warwick ■ Cranston East ■ Cranston West ■ Bay View ■ Cumberland High School ■ Lincoln High School ■ Highlander Charter School ■ Johnston Senior High School ■ Lasalle Academy ■ Mt. Hope High School ■ North Providence High School ■ Pilgrim High School ■ North Kingstown High School ■ The Prout School ■ South Kingstown High School ■ Toll Gate High School ■ Scituate High School ■ Tiverton Highschool ■ Providence Career & Technical School ■ The Met High School ■ Tolman High School
<p>Project Number: 402 SA 19 06</p> <p>Project Title: Student/Intern Safety Education</p>	<p>OHS will create appropriate educational and resource material and develop new dissemination points across Rhode Island. This material will include city/town and state programs for all age levels addressing, among other issues, CPS and CIOT. We've begun developing localized brochures and booklets addressing our safety issue areas. The funds are meant to create, produce, and print several of them. These materials will replace the multiple promotional items previously purchased. Our 2016 Impaired Driving and Occupant Protection assessments suggested developing</p>

	Project Description
	<p>educational and informational materials to support all our programs.</p> <p>Performance: Due to competing projects, limited time and staffing capacity this project was not created.</p>
<p>Project Number: 402 SA 19 07</p> <p>Project Title: RI Interscholastic League - Traffic Safety Is A Team Sport</p>	<p>Strategic partnership with RIIIL to create a sports marketing campaign incorporating messaging on occupant protection, impaired driving, speed, aggressive driving, and distracted driving. Provides access to key target markets (M 30-50; drivers 16-24) with statewide reach and impact. Public Information and Education and outreach will influence student-athletes, coaches, administrators and community fans. Minimum of 150,000+ of the populations. Google Analytics and custom website banner ad manager will be used to measure web impressions.</p> <p>Performance: The Rhode Island Interscholastic League (RIIL) continued its partnership with the Rhode Island Department of Transportation, which the League identified as the "Official Traffic Safety Partner" of the RIIIL. Over the past year, this collaborative effort reached more than 150,000 individuals, including students and their families, coaches, officials and school administrators in every community across the state of Rhode Island. The RIIIL program, entitled "Traffic Safety is a Team Sport," concentrated its efforts on the following Countermeasures: Occupant Safety, Impaired Driving, Speed, Distracted Driving and Young Drivers. The campaign utilized unique RIIIL sports-themed and student-centered messages regarding traffic safety, as well as marketing collateral featuring RIDOT's <i>Sober or Get Pulled Over</i> (DSOGPO), <i>Click It or Ticket It</i> and <i>Drive Now, Text Later</i> campaigns and Ripple Effect videos.</p> <p>The RIIIL used the following activities and methods to disseminate the RIDOT messages:</p> <p><i>Emails to RIIIL Membership (includes coaches, athletic directors and administrators)</i></p> <p>Email blasts were sent to the 5,000+ member distribution list promoting the RIIIL's partnership with RIDOT and educating the members about the program initiatives.</p> <p><i>Student Leadership Campaign</i></p> <p>Members of the RIIIL Student Advisory Board, as well as the nearly 100 RIIIL Student Ambassadors representing high schools across the state received emails inviting them to take the online Traffic Safety Pledge. The students were also asked to "spread the word" by sharing RIIIL traffic safety posts on their own social media and to use their positions of</p>

Project Description

influence within their schools by encouraging classmates to observe safe driving practices.

Social Media Posts

Posts promoting traffic safety were published on all three RIIIL social media platforms (Instagram, Twitter and Facebook), as well as the RIIIL Blog, throughout the year. Posts were made every morning of an RIIIL Championship event reminding folks to Buckle Up, Put Down the Phone and #JustDrive. Other social media posts were sport specific. Examples: "Don't get Called Out for Not Wearing Your Seat Belt" (Baseball & Softball), "Drive the lane safely, ALWAYS wear your SEATBELT!" (Basketball), "Speed Is For The Track Not The Road" (Indoor T&F Championships). Posts were also created for Prom Season: "What's the Best Prom Accessory? A SEATBELT!" and holidays: "Happy 4th of July! Slow Down, Buckle Up and Drive Safely!" Ripple Effect videos were posted on the RIIIL social media platforms, as well. Photos featuring the Traffic safety messages received prominent exposure throughout the summer weeks, as photos depicting these messages were used in the RIIIL Facebook and Twitter Cover Photos

Social Media Analytics were as follows:

Twitter: 8,867 followers. Impressions during the RIDOT grant period of Oct. 1, 2018 to Sept. 30, 2019 topped nearly 6.6 million with highs of 1.2 million in November and 1.4 million in March

Facebook: 4,779 followers Average monthly page reach 186.7K Total page likes during the RIDOT grant period were 70,142

Instagram: 3,976 followers Traffic safety posts averaged approximately 1,800 impressions per post.

RIDOT Physical Banners On-Site at Championships

Twelve banners were created with three themes: "Put Down the Phone and #JustDrive," "Click It or Ticket," and the Ripple Effect. Each set was prominently displayed on-site at the State Championship venues, as well as at the Coaches Interpretation Meeting. More than 65,000 fans attended these events during the 2018-19 school year.

RIDOT Website Banners on RIIIL Website

Three web banners; Click It or Ticket, the Ripple Effect and One Text or Call Could Wreck it All on the RIIIL website www.riil.org. The banners on the site had the following ad impressions:

	Project Description
	<p>Click It or Ticket (combined total of all five ad sizes) = 86,191,894</p> <p>Ripple Effect (combined total of all three ad sizes) = 42,546,639 impressions</p> <p>Wreck It (combined total of all five ad sizes) = 90,796,924 impressions</p> <p>Google analytics shows the RIIIL website had more than 3.8 million pageviews.</p> <p><i>Posters to Member Schools</i></p> <p>More than 100 posters were distributed to all the RIIIL's member schools. The design slogan was: Make the Big Play, when driving remember to Buckle Up, Drive the Speed Limit, and Obey the Law of no cell phone use for drivers under the age of 18."</p> <p>RIDOT Messages: Scripts and on Rosters</p> <p>The following RIDOT message was added to the scripts for all RIIIL sport championships to be read at the conclusion of every game: "In closing, the Rhode Island Interscholastic League's partner in road safety, the Rhode Island Department of Transportation, wishes you a safe trip home and reminds you to please wear your seatbelt, put down your phone and <i>Just Drive.</i>"</p> <p>In addition, the RIDOT "Click It or Ticket" and "One Text or Call will Wreck It All" logos were added to every championship roster, which were distributed at more than 50 RIIIL Tournament events.</p>
<p>Project Number: 402 SA 19 08</p> <p>Project Title: AAA Northeast - Young Driver Summit</p>	<p>AAA in partnership with RI Family Court and RI Legal/Education Partnership (RILEP) will conduct an outreach program to local high schools to conduct a mock trial program targeting speed and impaired/distracted driving for the 2018/2019 school year. Utilizing local crash reports, media and /or court records the partnership will create a mock trial script to present to the students. The students will be educated on all aspects of the incident to include professional roles, technical information, forensic evidence, and judicial processes. The program will culminate with the final held at the RI Supreme Court, heard by a Supreme Court Judge, in the Spring of 2019. AAA will create surveys to measure the knowledge of the students related to GDL, Impaired, Distracted and Speeding laws that will be presented at a teen driving summit in October.</p> <p>Performance: The Office on Highway Safety at RIDOT was happy to support AAA for a special event that they hosted during Fiscal year 2019. On October 24th, 2019,</p>

	Project Description
	<p>AAA Northeast held a Young Driver's Summit for Rhode Island High School Students at the Crowne Plaza Hotel in Warwick, RI. There were 18 high schools, and 198 educators in attendance at the event. AAA partnered with the non-profit RI Legal Education Foundation who are responsible for organizing and managing the annual mock trial competition for RI's high schools. S019's case was based on a distracted driving case which had students involved focusing on state laws for young drivers and distracted driving. Speakers and presentations at the event included Law Enforcement (DRE's, Crash Reconstructionists, etc.), the Attorney General, Department of Health, and a Senior Assistant District Attorney to name a few. All students who attended the summit were surveyed to determine attitudes about distraction while driving, impairment, and peer resistance relative to driving behaviors. Results from this survey have been shared with the Office on Highway Safety.</p>
<p>Project Number: 402 SA 19 09 Project Title: State Agencies (HEALTH) YRBS Survey</p>	<p>OHS will support the R.I. Department of Health's "Youth Risk Behavioral Survey" and will utilize the data provided to better plan youth target groups. RI's Department of Transportation (DOT) understands risk-taking behaviors of high school students with regard to occupant protection, alcohol and impaired driving, and distracted driving behaviors.</p> <p>Performance: The Department of Health featured questions in the (YRBS) Youth Risk Behavioral Survey during FFY2019 that inquired on the behavior of RI Youth in regard to different emphasis areas in Traffic Safety. Some questions asked focused on the use of marijuana or alcohol while driving, distracted driving, occupant protection and finding out student's opinions/feelings on what should be done in those driving situations.</p>
<p>Project Number: 402 DE 19 01 Project Title: Driver's Education Assessment</p>	<p>NHTSA's Assessment Program provides technical assistance to State Highway Safety Offices. A team of outside experts conducts a comprehensive assessment of the highway safety program using an organized, objective approach and well-defined procedures. Although a comparison is made to existing standards, RI may also request technical assistance that addresses unique concerns, as well as specialized expertise on the team. Not only does the assessment provide useful recommendations, the dialogue and report are also educational for the State and its highway safety customers.</p>

	Project Description
	Performance: The Driver's Education Assessment is currently being scheduled to happen within the 2020 Federal Fiscal Year, official dates will be announced soon.
Project Number: 402 SA 19 10 Project Title: JSI Research and Training Institute	<p>The conference is scheduled for January 10, 2019 and will be hosted by a Rhode Island College. The project will employ evidence-based strategies and practices rooted in the stages of change theory, which documents that raising awareness is a first step in influencing readiness for behavior change. The NHTSA identified communications and outreach as an effective countermeasure to educate the public about the dangers of distracted and impaired driving while establishing positive social norms that make driving while distracted and/or impaired unacceptable.</p> <p>Performance: "PREVCON" was held on January 10th, 2019 at the Community College of RI in Warwick. The conference was a success. RI PREVCON 2019 focused on best practices in substance use prevention and mental health promotion. RI PREVCON took an in depth look at the latest research connecting substance use and mental health disorders to brain functioning. Participants learned about the most current and innovative strategies to promote social and emotional wellness. RI PREVCON also offered attendees an opportunity to network with colleagues from other disciplines to share best practices across their fields.</p>

3.10 Planning and Administration

Problem Statement

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

Performance Measures and Targets

Table 3.17 summarizes the planning and administration performance measures and targets identified in the 2019 HSP. The relationship between the individual projects and the planning and administration performance measures is described in **Table 3.18**.

Table 3.17 Planning and Administration Performance Measures

Performance Targets	Performance Measures
To administer a fiscally responsible, effective highway safety program that is data-driven, includes stakeholders, and addresses the State's specific safety characteristics.	Conduct a Stakeholders' meeting to receive input for development of the FFY 2019 HSP. Deliver the FFY 2019 Annual Report by December 31, 2019. Deliver the Federal Fiscal Year 2020 Highway Safety Plan by July 1, 2019.

Planned Activities and Funding

The 2019 HSP identified nine planning and administration projects to address the above performance measures and make progress towards the targets. **Table 3.18** lists the projects, the relevant performance measures, the funds obligated to each project, and the project status.

Performance Results

OHS met its planning and administration performance target for FFY 2019, most importantly delivering the 2018 Annual Report and 2020 Highway Safety Plan.

Table 3.18 FFY2019 Planning and Administration Projects

Project ID	Project Title	Related Performance Measure(s)	Funding Source	Funds Obligated (FFY 2019)	Project Status
164 PA 19 00	Audit Fees	N/A (Administrative Tasks and Expenses needed to support all HSP Performance Measures).	Section 164	\$22,200.00	Completed
402 PA 19 00			Section 402	\$25,000.00	
M2 X 19 00			Section 405B	\$2,000.00	
M3 DA 19 00			Section 405C	\$2,700.00	
M6 X 19 00			Section 405D	\$5,000.00	
M9 X 19 00			Section 405E	\$2,300.00	
F1906 19 00			Section 405F	\$500.00	
FESX 19 00			Section F1906	\$2,800.00	
FHX 19 00			Section 405H	\$1,200.00	
402 DD 19 01	Salaries	N/A (Administrative Tasks and Expenses needed to support all HSP Performance Measures).	Section 164AL	\$948,600.00	Completed
402 MC 19 01			Section 402MC	\$51,000.00	
402 OP 19 01			Section 402SA	\$102,000.00	
402 SA 19 01			Section 402PS	\$76,500.00	
402 PS 19 01			Section 402PT	\$102,000.00	
402 PT 19 01			Section 402TR	\$219,300.00	
402 TR 19 01			Section 402OP	\$280,500.00	
M2 X 19 01			Section 402DD	\$102,000.00	
M3 DA 19 01			Section 1906	\$50,000.00	
FDLIC 19 01					

Project ID	Project Title	Related Performance Measure(s)	Funding Source	Funds Obligated (FFY 2019)	Project Status
164 AL 19 01 FESDDLE 19 01 M9 MA 19 01 FHX 19 01 F1906 19 02					
402 PA 19 01	Memberships and Dues	N/A (Administrative Tasks and Expenses needed to support all HSP Performance Measures).	Section 402	\$8,000.00	Completed
402 PA 19 02	Office Equipment	N/A (Administrative Tasks and Expenses needed to support all HSP Performance Measures).	Section 402	\$20,000.00	Completed
402 PA 19 03	Office Supplies	N/A (Administrative Tasks and Expenses needed to support all HSP Performance Measures).	Section 402	\$20,000.00	Completed
402 PA 19 04	Preparation of Highway Safety Performance Plan and Annual Report	Deliver the FFY 2019 Annual Report by December 31, 2019. Deliver the Federal Fiscal Year 2020 Highway Safety Plan by July 1, 2019.	Section 402	\$75,000.00	Completed
402 PA 19 05 164 PA 19 01	Travel and Training	N/A (Administrative Tasks and Expenses needed to support all HSP Performance Measures).	Section 402 Section 164	\$30,000.00 \$4,500.00	Completed
402 PA 19 06	Safety Messages Display Monitors	N/A (Administrative Tasks and Expenses needed to support all HSP Performance Measures).	Section 402	\$50,000.00	Completed
402 PA 19 08	Photography and Video	N/A (Administrative Tasks and Expenses needed to support all HSP Performance Measures).	Section 402	\$50,000.00	Not Completed

Project Descriptions

The following are descriptions of the Planning and Administration projects, including the outcomes of the projects over the 2019 fiscal year.

Project Number/Title	Project Description
Project Number: 402 PA 19 03 Project Title: Office Supplies	This project will allow OHS the purchase of office supplies and equipment necessary to support programming of all NHTSA projects, including phone, postage, computer equipment, and miscellaneous. Performance: Office supply and equipment needs for FFY 2019 were met.
Project Number: 402 PA 19 01 Project Title: Memberships and Dues	This project will allow OHS cover the payment of the Governor's Highway Safety Association Membership as well as other dues to professional organizations related to our Highway Safety Programs, like National Association of State Motorcycle Safety Administrators dues, Child Passenger Safety Technicians Licenses. Performance: The OHS supported their annual GHSA membership, a membership to the Rhode Island Police Chiefs' Association and Child Passenger Safety Technicians licenses.
Project Number: 402 PA 19 05 / 164 PA 19 01 Project Title: Travel and Training	Funding to support in-state and out-of-state travel for OHS employees to attend highway safety conferences and training sessions. Performance: Highway safety staff attended TSI Spede, Impaired Driving, OP, Instructor Development, Program Management training.
Project Number: 402 PA 19 04 Project Title: Preparation of Highway Safety Performance Plan and Annual Program Evaluation Report	RIDOT OHS will contract for the development and production of the Highway Safety Performance Plan and the Annual Program Evaluation Reports required by NHTSA. Performance: Both plan and report were created internally and supported by VHB as OHS' paid consultant.
Project Number: 402 TR 19 01/ 402 DD 19 01/ 402 MC 19 01/ M2 X 19 01 / 402 PS 19 01/ 402 PT 19 01 / M3 DA 19 01 / 402 OP 19 01 / 164 AL 19 01 / 402 SA 19 01 / FESDDLE 19 01 / M9 MA 19 01 / FHX 19 01 / FDLIC 19 01 / F1906 19 02 Project Title: Salaries (Distracted Driving, Impaired Driving, Motorcycle, Occupant Protection, Speed, Traffic Records, Pedestrian/Bicycle, Data Analysis)	Fees charged to NHTSA accounts for FARS Analyst, four Program Coordinators, Administrative Assistant, as well as, interns/co-op students. The Rhode Island Department of Transportation also receives 405 program funds to cover a portion of the FARS Analyst salary. We do not track these funds in GTS, which is why we do not have a project number for it.

Project Number/Title	Project Description
Project Number: 164 PA 19 00 / 402 PA 19 00 / M2 X 19 00; M3 DA 19 00 / M6 X 19 00; M9 X 19 00 / F 1906 19 00 / FESX 19 00 / FHX 19 00 Project Title: Audit Fees	Fees charged by the State of Rhode Island based on cash receipts from NHTSA.
Project Number: 402 PA 19 02 Project Title: Office Equipment	This project will fund OHS office copier/fax machine lease and maintenance.
Project Number: 402 PA 19 06 Project Title: Safety Messages Display Monitors	<p>The OHS will place indoor messages boards in the State House, DOA, and DOT which lists traffic safety messages and updated FARS data. We will also offer links to websites which offer extended information. It is our hope that this visual messaging supplies people with conversation discussion points that relate to our outreach and educational efforts.</p> <p>Performance: This project was completed but funds used were state funds and not NHTSA ones.</p>
Project Number: 402 PA 19 08 Project Title: Photography and Video	<p>OHS requires the capacity to document events, presentations and monitoring visits to support our year-end report and yearly HSP. We will contract with an approved videographer and/or photographer via our approved state Master Agreement in advance of events which require this type of documentation.</p> <p>Performance: These funds were not used but the project was integrated into FFY 2020.</p>

4

State Attitudes Survey Report

4.1 Rhode Island Click it or Ticket Campaign 2019 – DMV Awareness Survey Results

The purpose of this summary 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 surrounding the 2019 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 13 – June 2, 2019. Please see Appendix A at the end of this write-up for the double-sided survey (English/Spanish) that was distributed. 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. Our DBE contractor (MJ Datacorp out of Smithfield, RI) collected the data while PRG analyzed the data and wrote up the results. Three DMV offices were visited: Cranston, Middletown, and Woonsocket. The first wave of DMV surveys was conducted directly before any enforcement/media began (May 2 – 9, 2019) and the second wave was collected directly after (May 29 – June 4, 2019). A detailed interpretation of survey response analyses is provided in the following pages. A snapshot of overall results is provided below.

- › Recognition of the campaign slogan ("Click It or Ticket") increased (not significantly) from Pre to Post. Wave 1 showed 83.6% slogan recognition by survey respondents; during Wave 2 recognition increased to 86.7%.
- › Results indicate that self-reported belt use increased from Wave 1 to Wave 2. In Wave 1, 82.5% respondents reported "Always" wearing their seatbelt while this number was slightly decreased to 84.2% in Wave 2.
- › The percentage of respondents indicating that the chance of getting a ticket was "Always" or "Nearly Always" was decreased in Wave 2 from Wave 1 (43.6% and 37.6% for Waves 1 and 2 respectively).
- › The percentage of respondents indicating State police enforced the seat belt law "Very Strictly" was decreased in the Wave 2 (33.9% and 29.2% for Waves 1 and 2 respectively). Similarly, Local police also showed decreased in enforcing the seat belt law "Very Strictly" from Wave 1 to Wave 2 (from 31.0% in Wave 1 to 24.5% in Wave 2).
- › Awareness of the safe driving messages showed significant increased from Wave 1 to Wave 2. The number of respondents that reported having "seen or heard anything" about extra belt enforcement increased from 39.3 percent to 49.5 percent respectively.

- › When asked where the safe driving message was heard, the most common answers were TV, radio, electronic message signs and billboards.

The tables that follow summarize respondent characteristics as well as survey question results across the two waves.

Basic Information and Demographics

Approximately 150 surveys were collected in each office for each wave (**Table 4.1**). There was a total of 924 survey respondents, 462 pre-campaign and 462 post-campaign.

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

Office Location	Wave 1	Wave 2
Cranston	153	154
Woonsocket	156	154
Middletown	153	154

Table 4.2 summarizes the demographic characteristics of the survey respondents. During both Wave 1 and Wave 2, more than half of respondents (52.5%) and (54.2%) respectively were male. During both waves, the two most common reported age categories for respondents were 21-34 years old (33.2% in Wave 1 and 31.5% in Wave 2) and 35-49 years old (26.7% in Wave 1 and 25.9% in Wave 2). The majority of respondents were White for both waves (72.3% in Wave 1 and 72.6% in Wave 2). A similar percent of respondents were Hispanics (19.6% in Wave 1, 17.5% in Wave 2).

Table 4.2 Demographic Characteristics of Survey Respondents

Characteristic	Wave 1	Wave 2
Gender		
Male	52.5%	54.2%
Female	47.5%	45.8%
Total (N)	100% (N=461)	100% (N=461)
Age		
Under 18	3.9%	2.4%
18-20	5.6%	11.7%
21-34	33.2%	31.5%
35-49	26.7%	25.9%
50-59	13.7%	13.5%
60+	16.9%	15.0%
Total (N)	100% (N=461)	100% (N=460)
Race		
White	72.3%	72.6%
Black	7.8%	8.1%
Asian	4.6%	4.2%
Am. Indian/Alaskan Native	0.7%	0.5%

Characteristic	Wave 1	Wave 2
Native Hawaiian/Pac. Isl.	0.5%	0.9%
Other	14.1%	13.7%
Total (N)	100% (N=434)	100% (N=445)
Hispanic		
Yes	19.6%	17.5%
No	80.4%	82.5%
Total (N)	100% (N=448)	100% (N=446)

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 82.5 percent in Wave 1 compared to 84.2 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 more often” or “more often” (34.2% vs 37.4% respectively). See **Table 4.3** for response-level results for these questions.

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

Question	Wave 1	Wave 2
Q8. How often do you use seat belts when you drive/ride in a car, van, SUV or pick up?		
Always	82.5%	84.2%
Nearly Always	9.2%	8.2%
Sometimes	5.5%	5.4%
Seldom	1.3%	1.1%
Never	1.5%	1.1%
Total (N)	100% (N=458)	100% (N=461)
Q9. Compared to the last couple of years, would you say that you NOW wear your seat belt:		
Much Less Often	2.7%	2.2%
Less Often	1.4%	1.5%
About the Same	61.7%	58.9%
More Often	12.6%	9.7%
Much More Often	21.6%	27.7%
Total (N)	100% (N=444)	100% (N=435)

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 (37.6%) compared to Wave 1 (43.6%). **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	27.0%	23.1%
Nearly Always	16.6%	14.5%
Sometimes	33.8%	37.4%
Seldom	13.5%	14.3%
Never	9.1%	10.8%
Total (N)	N=452	N=455

Experience with Enforcement

Participants were asked whether or not police should be able to stop a vehicle solely for a seat belt violation (**Table 4.5**). There was a moderate (but not significant) increase in “yes” responses from Wave 1 (66.4%) to Wave 2 (71.4%).

Table 4.5 Belt Policing, Question 17

Question	Wave 1	Wave 2
Q17. Should the police be able to stop a vehicle for a seat belt violation alone?		
Yes	66.4%	71.4%
No	33.6%	28.6%
Total (N)	100% (N=444)	100% (N=451)

When asked about State Police enforcement regarding seat belt laws 33.9 percent of respondents of Wave 1 judged that State police enforced seat belt laws “Very Strictly” compared to 29.2 percent of respondents in Wave 2. Similarly, enforcement by Local police respondent perceptions of enforcement were decreased in Wave 2: 31.0 percent of Wave 1 respondents selected “Very Strictly”, compared to 24.5 percent in Wave 2. Response-level results are reported in **Table 4.6**.

Table 4.6 Belt Enforcement Beliefs, Questions 12 & 13

Question	Wave 1	Wave 2
Q12. Do you think the Rhode Island State Police enforce the seat belt law?		
Very strictly	33.9%	29.2%
Somewhat Strictly	43.3%	46.2%
Not Very Strictly	17.0%	16.6%
Rarely	3.5%	6.6%
Not at All	2.3%	1.4%
Total (N)	100% (N=434)	100% (N=439)
Q13. Do you think the local police enforce the seat belt law?		
Very strictly	31.0%	24.5%
Somewhat Strictly	44.6%	44.3%
Not Very Strictly	16.8%	22.1%
Rarely	5.1%	6.8%
Not at All	2.5%	2.3%
Total (N)	100% (N=435)	100% (N=440)

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 (12.1%) compared to Wave 1 (11.9%). More respondents reported receiving a belt ticket at some point for Wave 2 compared to Wave 1 (14.0% 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	11.9%	12.1%
No	88.1%	87.9%
Total (N)	100% (N=444)	100% (N=447)
Q15. Have you ever received a ticket for not wearing your seat belt?		
Yes	10.6%	14.0%
No	89.4%	86.0%
Total (N)	100% (N=451)	100% (N=457)

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 39.3 percent in Wave 1, increasing to 49.5 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 83.6 percent of respondents in Wave 1 and 86.7 percent of respondents in Wave 2 reporting CIOT awareness.

Table 4.8 Enforcement Awareness, Question 11

Question	Wave 1	Wave 2
Q11. In the past month, have you seen or heard about extra enforcement where police were looking at seat belt use?		
Yes	39.3%	49.5%
No	60.7%	50.5%
Total (N)	100% (N=445)	100% (N=451)

Table 4.9 Enforcement Awareness Sources and Messages

Question	Wave 1	Wave 2
Q11a. Where did you see or hear about it?		
Newspaper	7.3%	6.7%
Radio	31.1%	34.7%
Internet	15.3%	21.8%
TV	43.5%	43.1%
Poster	7.9%	6.7%
Billboard	24.3%	20.9%
Police Patrol	11.8%	11.6%
Electronic Message Sign	29.9%	31.1%
Other	7.3%	5.8%
Q11b. What did it say?		
Click It or Ticket**	83.6%	86.7%
Drive Sober, Get Pulled Over	40.1%	41.8%
Buckle Up, No Excuses!	23.2%	26.2%
Survive Your Drive	6.8%	4.9%
Other	5.1%	4.0%

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

Respondents were asked about the amount of the fine for violating the seat belt law in Rhode Island. The most commonly reported fine amount was incorrectly guessed at \$66-\$85 by most respondents (28.1% of Wave 1 respondents, 31.1% of Wave 2 respondents). The correct fine amount (\$35 to \$50) was identified by 25.9 percent of respondents in Waves 1 and 21.1 percent of respondents in Wave 2.

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	5.8%	4.6%
\$35-\$50	25.9%	21.1%
\$51-\$65	12.0%	11.0%
\$66-\$85	28.1%	31.1%
\$86-\$115	24.0%	23.7%
Over \$115	4.2%	8.5%
Total (N)	100% (N=359)	100% (N=389)

Hand-held Cell Phone Use and Texting While Driving

The percentage of Respondents that reported “Always” or “Nearly Always” talking on a hand-held cellular phone while driving was decreased (not significantly) in Wave 2 (5.1%) compared to Wave 1 (7.8%). Respondents were also asked “how often do you send text messages or emails on a hand-held cellular phone when you drive?” the percentage of respondents answering “Always” or “Nearly Always” decreased (not significantly) from pre to post (3.5% and 4.4% 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	4.0%	2.9%
Nearly Always	3.8%	2.2%
Sometimes	20.5%	20.0%
Seldom	25.4%	27.7%
Never	46.3%	47/2%
Total (N)	100% (N=449)	100% (N=455)
Q19. How often do you send text messages or emails on a hand-held cellular phone when you drive?		
Always	1.3%	1.1%
Nearly Always	3.1%	2.4%
Sometimes	10.3%	12.4%

Question	Wave 1	Wave 2
Seldom	20.8%	20.1%
Never	64.5%	64.0%
	Total (N)	100% (N=448)
		100% (N=453)

4.2 Rhode Island Labor Day Impaired Driving Campaign – DMV Awareness Survey Results

The purpose of this summary report is to share with the Rhode Island Department of Transportation's Office on Highway Safety results for Wave 1 (Pre) and Wave 2 (Post) of the DMV survey effort surrounding the Labor Day 2019 Impaired Driving initiative, "Drive Sober or Get Pulled Over." A one-page dual language (English/Spanish) questionnaire was distributed in DMV offices designed to assess respondents' knowledge and awareness of the heightened enforcement activity and paid media that took place from August 14 – September 2, 2019. 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 the Cranston, Middletown and Woonsocket offices for their permission and cooperation. All data collection was conducted by our DBE contractor - MJ Datacorp of Smithfield, RI. Data entry and analysis was conducted by PRG's staff in Trumbull, CT. The first wave of DMV surveys was conducted before any media or enforcement began (July 17 – 23, 2019) and the second wave was collected directly afterward (September 3 – 9, 2019).

Detailed analysis of the two survey waves is provided in the following pages. A snapshot of the results is provided below.

- › The percentage of respondents that report "always" wearing a seat belt was increased from Wave 1 to Wave 2 in 2019 (87.7% and 90.3% respectively) compared to 2018 (84.1% and 85.1% respectively).
- › Most respondents reported "never" driving after drinking (83.0 percent in Wave 1 and 86.1 percent in Wave 2).
- › Across the board, there was reductions for questions addressing the perception of impaired driving enforcement severity from Wave 1 to Wave 2.
- › The percentage of respondents reporting having "read, seen, or heard anything about alcohol impaired driving" remained similar in both the Waves (52.4 percent in Wave 1 to 52.2 percent in Wave 2).
- › When asked where the impaired driving message was heard, "television", "radio", "electronic message board", "Internet" and "billboard" were the most common answers.
- › Recognition of the "Drive Sober or Get Pulled Over" slogan increased from 56.9 percent in Wave 1 to 63.0 percent in Wave 2.

The tables that follow summarize respondent characteristics as well as survey question results across the two waves. All statistical significance testing was done with chi-square analysis.

Basic Information and Demographics

For each wave, approximately 150 surveys were collected in each office (Table 4.12). There was a total of 915 survey respondents; 459 pre-campaign and 456 post-campaign.

Table 4.12 DMV Office Location and Number of Completed Surveys, by Wave

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

Table 4.13 summarizes the demographic characteristics of the survey respondents from Wave 1 and Wave 2. More than half of respondents were male in both the waves (51.1% and 51.9% respectively). The two most common reported age categories for respondents were 21-34 years old (34.3% in Wave 1 and 34.1% in Wave 2) and 35-49 years old (21.8% in Wave 1 and 22.6% in Wave 2). The majority of respondents were White (71.7% in Wave 1 and 66.8% in Wave 2). The numbers of Hispanics reported were similar for the both waves (24.4% in Wave 1 and 23.4% in Wave 2).

Table 4.13 Descriptive Characteristics of Survey Respondents

Characteristic	Wave 1	Wave 2
Gender		
Male	51.1%	51.9%
Female	48.9%	48.1%
Total (N)	100% (N=452)	100% (N=453)
Age		
Under 18	4.6%	4.8%
18-20	7.9%	7.0%
21-34	34.3%	34.1%
35-49	21.8%	22.6%
50-59	16.7%	17.6%
60+	14.7%	13.9%
Total (N)	100% (N=455)	100% (N=455)
Race		
White	71.7%	66.8%
Black/African American	10.1%	10.9%
Asian	2.6%	5.8%
American Indian/Alaskan Native	0.9%	0.0%
Hawaiian/Pac Islander	0.2%	0.9%
Other	14.5%	15.6%

Total (N)	100% (N=428)	100% (N=430)
Hispanic		
Yes	24.4%	23.4%
No	75.6%	76.6%
Total (N)	100% (N=450)	100% (N=448)

Belt & Alcohol Use

Tables 4.14 to 4.16 summarize the findings for Wave 1 and Wave 2 by question. Questions were grouped based on subject similarity.

Belt use remained mostly constant for Waves 1 and 2. The percentage of respondents reporting "Always" and "Nearly Always" wearing their seat belts was 94.7 percent for Wave 1 and 94.9 percent for Wave 2. There was increased in the percentage of respondents indicating that, in the past 30 days, they had zero incidence of driving within two hours after drinking (83.0% in Wave 1 and 86.1% in Wave 2). While, percentage of respondents indicating that they "do not drive after drinking" increased from the Wave 1 to the Wave 2 (78.6% and 83.0% for Waves 1 and 2 respectively).

Table 4.14 Belt Use and Alcohol Use, Questions 7, 8, & 10

Question	Wave 1	Wave 2
Q7. How often do you use seat belts when you drive/ride in a car, van, SUV or pick up?		
Always	87.7%	90.3%
Nearly Always	7.0%	4.6%
Sometimes	3.7%	3.3%
Seldom	0.5%	0.9%
Never	1.1%	0.9%
Total (N)	100% (N=455)	100% (N=454)
Q8. In the past 30 days, how many times have you driven a motor vehicle within 2 hours after drinking alcoholic beverages?		
None	83.0%	86.1%
1 or more times	17.0%	13.9%
Total (N)	100% (N=430)	100% (N=438)
Q10. Compared with 3 months ago, are you now driving after drinking		
More Often	1.3%	0.7%
Less Often	6.3%	4.8%
About the Same	13.8%	11.5%
Do Not Drive after Drinking	78.6%	83.0%
Total (N)	100% (N=448)	100% (N=436)

Perception of Severity of Enforcement & Experience with Enforcement

Table 4.15 shows the perception of enforcement severity from Wave 1 to Wave 2. When asked to evaluate the chances of getting arrested if driving after drinking, the percentage of respondents indicated "Always" or "Nearly Always" was increase in Wave 2 (50.4%) compared to Wave 1 (49.8%). While severity of enforcement by Local police respondent perceptions of enforcement of drinking and driving law were fairly similar in both the Waves (52.2 percent of Wave 1 respondents selected "Very Strictly", compared to 51.6 percent in Wave 2). While, severity of enforcement by State police respondent perceptions of enforcement of drinking and driving law were decreased in Wave 2: 60.6 percent of Wave 1 respondents selected "Very Strictly", compared to 58.6 percent in Wave 2. When asked about penalties for impaired driving, respondents reporting "Not Strict Enough" was 20.0 percent for Wave 1 and 26.2 percent for Wave 2.

Table 4.15 Survey Questions 9, 11, 12, 13

Question	Wave 1	Wave 2
Q9. What do you think the chances are of getting arrested if you drive after drinking?		
Always	25.9%	27.7%
Nearly Always	23.9%	22.7%
Sometimes	29.9%	28.8%
Seldom	7.4%	7.0%
Never	12.9%	13.8%
Total (N)	100% (N=448)	100% (N=441)
Q11. Do you think local police enforce the drinking and driving laws?		
Very strictly	52.2%	51.6%
Somewhat strictly	38.8%	36.8%
Not very strictly	6.3%	7.8%
Rarely	1.6%	2.0%
Not at all	1.1%	1.8%
Total (N)	100% (N=443)	100% (N=446)
Q12. Do you think state police enforce the drinking and driving laws?		
Very strictly	60.6%	58.6%
Somewhat strictly	32.3%	33.6%
Not very strictly	5.9%	5.2%
Rarely	0.7%	1.3%
Not at all	0.5%	1.3%
Total (N)	100% (N=442)	100% (N=444)

Q13. Do you think the penalties for alcohol impaired driving are:

Too Strict	6.5%	6.3%
About Right	58.5%	58.2%
Not Strict Enough	20.0%	26.2%
Don't Know	9.0%	9.4%
Total (N)	100% (N=446)	100% (N=447)

DMV survey responses indicated a decreased in the number of respondents having personally witnessed impaired driving enforcement in the past 30 days (6.5% in Wave 1 vs. 4.3% in Wave 2).

Table 4.16 Survey Question 14

Question	Wave 1	Wave 2
Q14. In the past 30 days, have you seen a mobile breath alcohol testing unit where police can process drunk drivers?		
Yes	6.5%	4.3%
No	93.5%	95.7%
Total (N)	100% (N=444)	100% (N=446)

Awareness of Impaired Driving Message and Slogan Recognition

There was similar in the percentage of respondents indicating they had *"read, seen or heard anything about impaired driving in Rhode Island"* from Wave 1 (52.4%) to Wave 2 (52.2%). Those answering *"yes"* to this question (for both Waves) were then asked about the source of messages heard. Results are summarized in Table 4.17. There were no significant Wave 1 to Wave 2 increases or decreases in the percent of respondents reporting hearing safe driving messages from any source. The most frequently reported source of impaired driving messages was the *"television"* (52.9 and 52.6 percent of respondents respectively from both Waves). Sources with 20 percent or more awareness levels were the radio, the internet, billboards and electronic message boards.

Respondents were also asked if they knew the name of any impaired driving enforcement programs in Rhode Island. *"Drive Sober or Get Pulled Over"* was recognized by 56.9 and 63.0 percent of respondents respectively and was most recognized among all slogans. The second most recognized slogan *"You Drink and Drive, You Lose"* was not far behind, recognized by 56.9 and 50.4 percent of respondents respectively. *"Friends Don't Let Friends Drive Drunk"* was recognized by 41.3 percent and 38.7 percent of respondents respectively. Results for all slogans assessed are found in Table 4.17.

Table 4.17 Survey Questions 15, 15a and 16

Question	Wave 1	Wave 2
Q15. Have you recently read, seen, or heard anything about impaired driving in Rhode Island?		
Yes	52.4%	52.2%
No	47.6%	47.8%
Total (N)	100% (N=429)	100% (N=441)
Q15a. Where did you see or hear about anything about safe driving in Rhode Island?		
Newspaper	13.1%	9.5%
Radio	31.6%	27.4%
Internet	27.6%	27.8%
TV	52.9%	52.6%
Poster	6.7%	10.9%
Billboard	21.8%	23.5%
Police Patrol	5.3%	7.4%
Electronic Message Board	27.1%	28.7%
Bus Ad	5.3%	7.0%
Other	5.8%	5.2%
Q16. Do you know the name of any safe driving enforcement program(s) in Rhode Island?		
Drive Sober or Get Pulled Over	56.9%	63.0%
Drunk Driving. Over the Limit, Under Arrest	11.1%	12.2%
You Drink & Drive. You Lose	56.4%	50.9%
Team DUI	1.8%	3.5%
Friends Don't Let Friends Drive Drunk	41.3%	38.7%
Please Step Away from Your Vehicle	3.6%	6.5%
Enough!	2.2%	1.7%
MADD's Red Ribbon	18.7%	19.1%
Buzzed Driving is Drunk Driving	39.6%	37.4%

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Mobilization Participation Information

The table below shows metrics for the State's mobilization participation in national campaigns.

Table 5.1 Mobilization Participation

Campaign	Time Period	Dates	Participating Agencies	Enforcement Hours	Citations	Paid/Earned Media
Drive Sober or Get Pulled Over	Halloween	10/31/2018	4	14	0	Yes
Click It or Ticket	Thanksgiving	11/18/2018 – 11/24/2018	12	124	109	Yes
Drive Sober or Get Pulled Over	Thanksgiving	11/24/2018 – 11/25/2018	8	132	4	Yes
Drive Sober or Get Pulled Over	Holidays	12/16/2018 – 1/2/2019	25	484	26	Yes
Drive Sober or Get Pulled Over	Superbowl Sunday	2/3/2019	3	20	1	Yes
Drive Now, Text Later	April School Vacation	4/14/2019 – 4/20/2019	13	92	164	Yes
Drive Sober or Get Pulled Over	Cinco de Mayo	5/4/2019 – 5/5/2019	2	8	0	No
Drive Sober or Get Pulled Over	Memorial Day	5/25/2019 – 5/26/2019	8	55	1	Yes
Click It or Ticket	May/June	5/20/2019 – 6/2/2019	21	573	833	Yes
Drive Sober or Get Pulled Over	4th of July	6/29/2019 – 7/4/2019	10	127	4	Yes
Drive Sober or Get Pulled Over	August	8/15/2019 – 9/2/2019	20	313	12	Yes
Drive Sober or Get Pulled Over	August	8/10/2019 – 8/12/2019	5	28	5	Yes
Drive Sober or Get Pulled Over	Labor Day	9/8/2019 – 9/9/2019	1	8	0	No

6

Evidence-Based Enforcement Program

The Rhode Island Department of Transportation – Office on Highway Safety continues to work within the internal and external policies and procedures required. The Office on Highway safety requires its sub-grantees to the same standards and requires them to adopt similar documentation, policies and procedures. The Highway Safety Office will continue to monitor Evidence-Based Enforcement practices thus ensuring sub-grantees utilize a form of geo-mapping, directed patrols, placed-based and hot spot enforcement is followed. Sub-grantees are required to document such actions and present it to the Office on Highway Safety during mandatory monitoring visits.

For the Office on Highway Safety to fund a project or sub-grantee, an application is required, spelling out and based on individual community problem identification. The application and requested funding must fall within one of the Highway Safety's emphasis areas of concern, based on data collected clearly pointing to a problem. Noting that the key to effective and successful enforcement programs is the sub-grantees ability utilize and analyze available state and local data. By utilizing data, specific in nature to crashes, belt use surveys, violations, death, injuries and community concerns, the requested funding will result in the most cost-effective means to reduce these incidents of crashes, which result in injury, death or extensive property damage.

Sub-grantees in addition to identifying situations needing extra enforcement must also develop a plan to combat this program which will cover the entire grant year. Once the sub-grantees plan is submitted, agencies must request the appropriate funding to support their year-long efforts. Along with the required application, agencies are required to project what the intended outcomes the extra 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, the community and all roadway users. Outcomes to be achieved must follow the proven countermeasures as spelled out in the NHTSA Countermeasures that work handbook. 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 and too this means will continue monitoring each sub-grantee throughout the grant cycle.

The Office on Highway Safety Program Coordinators working with the Police Chiefs Association and the Law Enforcement Liaison will work as a group to continually monitor and meet with sub-grantees in person, electronically and by telephone ensuring agencies are following the internal and external policies and procedures spelled out in grant guidelines and federal and state regulations.

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

1. Collection, analysis and promulgation of specific data related to the Office on Highway Safety priority by asking; who is crashing, where they are crashing, when they are crashing, how they are crashing, and in some cases, why are they crashing.
2. Allocation of funding for enforcement based on problem identification and implement effective and efficient strategies and countermeasures that have proven successful in other communities.
3. Data Driving Approach to funding law enforcement activities with continued monitoring and conducting evaluations to gauge the potential success of the program(s) with continued funding.

Recent history demonstrates that specific traffic safety priority issues remain somewhat consistent year to year, but we also realize that highway safety strategies must be always vigilant for emerging and changing issues and can use data to determine if a trend is forming within different communities within the state.

The Office on Highway Safety staff subscribes to the Data Driven Approaches to Crime and Traffic Safety (DDACTS) philosophy of constantly reviewing, evaluating and having the willingness to change/adjust a strategy, tactics and when necessary deploy focus in a different direction when appropriate. Measuring changes in outputs such as grant hours expended, numbers of traffic stops, violations issued, and documented warnings given may warrant a deeper dive into the problem. It's understood that measuring the outcomes of a project is a more stable evaluation tool, but outputs are timelier and may require more real time metrics. Analyzing these changes and assessing their impact on current deployment strategies may provide justification for strategic revision. In summary, traffic enforcement strategies should be designed to be functionally capable of dealing with immediate, dynamic changes and be prepared to implement effective, efficient responses immediately.

The creation of actionable analysis products, including maps that overlay crash, crime, and enforcement-related data allows agencies to identify problem locations, or hot spots. Additional analysis, through several proven evaluation techniques, can distinguish causation factors for each type of incident, delineate spatial and temporal factors, and consider environmental influences on crashes.

1. Municipalities Impaired Driving, Occupant Protection and Speed Enforcement Patrols (Including Drug Recognition Expert): During the FFY 2019, thirty-eight (38) cities and towns participated in the Office on Highway Safety enforcement grant programs in the emphasis areas of; Impaired Driving, Occupant Protection and Speed reduction. The participating agencies followed the local, state and federal guidelines for accepting and spending grant money. Most of the law enforcement 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 participated in the

impaired driving campaigns utilizing the accepted strategies of participating with neighboring community in High Visibility Enforcement. Many of the law enforcement agencies posted patrols using the modeled Sustained Enforcement by giving the motoring public the impression they were patrolling every roadway. Sustained enforcement in many cases employed Placed Based Enforcement and Problem-Solving Enforcement models utilizing available state and local data.

- a. Drive Sober: Rhode Island's impaired driving injuries and fatalities remain higher than the national average at 41% of our fatalities linked to drunk driving. To help keep our roadways safe from the impaired drivers, most of the law enforcement agencies deployed officers monthly as well as during special events and during the national mobilizations for Thanksgiving (Black Out Wednesday), Christmas and New Year's, Super Bowl, St Patrick's Day, Cinco De Mayo, Memorial Day, 4th of July and Labor Day enforcement. Law Enforcement agencies worked solo patrols, border to border, and with regional statewide impaired driving Task Forces. Rhode Island has sixty-six (66) certified Drug Recognition Experts within the 39 cities and towns, including the Rhode Island State Police. These highly trained officers continue to participate in the states Drive Sober Impaired driving campaigns on a weekly, monthly, and with the states impaired driving Task Forces as well as during national campaigns.
- b. Click-It-or-Ticket: In FFY 2019, Rhode Island's occupant protection statewide observed rate of seat belt compliance is 88%. Ithyet over 50% of the fatalities and injuries recorded are not belted. Most of the law enforcement agencies deployed officers during the five (5) weeks of enforcement; November, March, May and September. Several law enforcement agencies participated in the border to border national campaign to kick-off the national mobilization. In addition to participating on the first day of the mobilization, the police departments also continued enforcement throughout the campaign. The law enforcement agencies continued setting up safety seat inspections stations throughout the year to education, 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 enforcements dates with great success.
- c. Speed Enforcement: Rhode Island's speed related fatalities and injuries are at 36%. Most 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. During FFY 2019, Program Coordinator for DOT/OHS Jason Farias, worked with Municipal Police agencies to increase awareness of speed related crashes, fatal and serious injury incidents. Jason Farias also reached out to Federal DOT and secured a training for law enforcement

agencies for December 2019. Rhode Island hosted a speed management training whereby TSI traveled to Lincoln, Rhode Island for a regional training.

2. State Agencies (Rhode Island Municipal Police Training Academy) Law Enforcement Highway Safety Training Coordinator (LEHSTC) or Law Enforcement Liaison is also responsible for all impaired driving training, which includes, Drug Recognition Expert (DRE) Training and maintaining the states, 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 2019 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 received a GHSA and Responsibility.org impaired driving grant which enabled the training of over 120 officers in ARIDE and sponsored 3 officers to receive full DRE certification. With the GHSA grant Rhode Island sponsored ARIDE classes in October, November, February, March and June.
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. During FFY 2019, URI officers participated in more RIPTIDE patrols than the previous years. Although the University Police are not able to deploy as many officers as they would like during the state and national campaigns, they continue to train their on-duty officers in all aspects of the emphasis areas and participate with enforcement on regular duty. Another key element to their low enforcement patrols, 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. FFY 2020 is promising for URI as they have trained more officers in Distracted Driving, ARIDE and have plans to send one of their officers to DRE School in January 2020.
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 agencies outdistancing all agencies in patrol. The State Police participated in all the emphasis area campaigns. The State Police have 19 certified DRE's and with the hiring of a new Colonel, we have

the promise of more enforcement being conducted in the OHS emphasis areas. The State Police are in the process of forming a new impaired driving task force whose sole duties and responsibilities will be enforcement.

5. Municipalities Impaired Driving Breath Alcohol Testing Mobile (BAT). The Providence Police Department is the law enforcement agency who maintains the upkeep for the BAT vehicle. Providence may garage the BAT vehicle, but all municipalities own the vehicle and can request it at any time. Providence is responsible for the deployment and record keeping for all enforcement and educational events. During FFY 2019 the BAT Vehicle was deployed to forty-five (45) during the grant cycle throughout the state. Twenty-five (25) deployments were for enforcement and twenty (20) deployments for civic and education events. The enforcement deployments resulted in seventeen (17) impaired drivers brought for testing at the BAT location with nine (9) chemical tests administered and eight (8) individuals refusing to submit to a test. All seventeen (17) individuals were charged with either chemical test refusal, drunk driving or both. The BAT was deployed to forty different locations in the state during the grant cycle. In FFY 2019, it was noted more participation and outreach from the cities and towns which resulted in a 10% increase in deployments from the previous year.
6. Pedestrian / Bicycle Enforcement Patrols – The Office on Highway Safety's newly developed Pedestrian / Bicycle Safety Enforcement Program has seen great success with participation from the cities and towns, but also with the amount of officer's departments sent to the trainings. The training program conducted by the Office on Highway Safety's Pedestrian/Bicycle Program Coordinator included an enforcement decoy pedestrian program along with a media component. One classroom training was conducted and as a result, in addition to the original four (4) police agencies conducting enforcement campaigns; Westerly, Warwick, Providence and Central Falls, several other agencies had enforcement campaigns planned.
7. Distracted Driving, Cell Phone training increased in FFY 2019 with the Municipal Police Training Academy offering 2 training sessions. The law enforcement agencies conducted problem identification surveys within their communities to gauge the degree of driver distractions. Departments then approached the OHS for funding and all agencies were awarded funds for distracted driving patrols. Additional training sessions are scheduled for FFY 2020 as the General Assembly passed an amendment to the present hands-free law which allowed Rhode Island to qualify for additional funds. The Office on Highway Safety will receive an additional 2 million dollars to enhance their enforcement effort.

7

Paid Media

7.1 Paid Media to Support High-Visibility Traffic Enforcement

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

Alcohol-Impaired Driving Enforcement Campaign (November 2018 thru September 2019) – The Ripple Effect

With the goal of reducing the number of impaired driving related deaths, RIDOT continued The Ripple Effect campaign, which ran throughout FFY19 focused on key holiday time periods. The media objective was to create awareness and drive website traffic among men ages 25 to 54 in the State; secondarily among adults aged 21 and over.

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

Media	Exposure	Spots	Bonus Spots	Net Cost
TV	3,395 GRPs	5,735	1,019	\$722,471
Connected TV	3,754,012 impressions	n/a	n/a	\$176,240
Radio	1,732 GRPs	2,508	450	\$109,493
Streaming Audio	3,073,755 impressions	n/a	n/a	\$47,389
Outdoor Bulletins	23,521,720 impressions	n/a	n/a	\$87,200
Transit Bus Sides	15,225,000	n/a	15 bus sides	\$52,050
Movie Theaters	1,042,576	n/a	n/a	\$28,200
Paid Social	9,658,813	n/a	n/a	\$60,000
Digital Banners/Pre-Roll Video	10,361,555	n/a	n/a	\$94,990
Total				\$1,378,033

April 2019 – August 2019 Pawtucket Red Sox

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

Table 6.2 Details of Media Buy for Pawtucket Red Sox

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

Motorcycle Awareness (June 2019)

The media objective was to create awareness among adults aged 18 to 49 in the State.

Table 6.3 Details of Media Buy for Motorcycle Awareness Campaign

	Exposure	Spots	Bonus Spots	Net Cost
TV	221.5 GRPs	1,042	250	\$61,511
Total	n/a	n/a	n/a	\$61,511

Seatbelt Safety (June 2019)

The media objective was to create awareness of the importance of wearing a seatbelt among men aged 18 to 34 in the State in both English and Spanish.

Table 6.4 Details of Media Buy for Seatbelt Safety Campaign

	Exposure	Spots	Bonus Spots	Net Cost
TV	137.3 GRPs	2,175	147	\$39,755
Radio	261.3 GRPs	528	81	\$21,522
Digital Banners/Pre-Roll Video	1,589,455 impressions	n/a	n/a	\$16,345
Bus Sides	6,699,000 impressions	n/a	3 bus sides	\$11,475
Total	n/a	n/a	n/a	\$89,097

Impaired Driving/Director Alviti (July 2019 – September 2019)

The media objective was to create awareness of impaired driving among among adults aged 18 and over in the State.

Table 6.5 Details of Media Buy for Impaired Driving/Director Alviti Campaign

	Exposure	Spots	Bonus Spots	Net Cost
Radio	1,003 GRPs	1,640	300	\$85,714
Total				\$85,714

Distracted Driving (June 2019 – September 2019)

The media objective was to remind people of the dangers of distracted driving among adults aged 18 to 49 in the State.

Table 6.6 Details of Media Buy for Distracted Driving Campaign

	Exposure	Spots	Bonus Spots	Net Cost
TV	1,075.3 GRPs	5,420	174	\$155,414
Connected TV	789,474 impressions	n/a	n/a	\$30,000
Total				\$185,414

Pedestrian Safety (August 2019 – September 2019)

The media objective was to remind people to watch of pedestrians within a crosswalk among adults aged 18 to 49 in the State.

Table 6.7 Details of Media Buy for Pedestrian Safety Campaign

	Exposure	Spots	Bonus Spots	Net Cost
TV	731.8 GRPs	1,195	10	\$134,643
Connected TV	416,666 impressions	n/a	n/a	\$15,000
Radio	343.2 GRPs	672	128	\$29,376
Streaming Audio	400,000 impressions	n/a	n/a	\$6,000
Digital Banners/Pre-Roll Video	3,950,000 impressions	n/a	n/a	\$23,500
Social	2,532,993 impressions	n/a	n/a	\$16,000
Bus Sides	10.150,000	n/a	5 bus sides	\$16,125
Movie Theaters	216,424	n/a	n/a	\$9,335
Total				\$249,979

Child Passenger Safety (September 2019)

The media objective was to remind people of the importance of the proper child seats among women ages 18 to 49 in the State.

Table 6.8 Details of Media Buy for Child Passenger Safety Campaign

	Exposure	Spots	Bonus Spots	Net Cost
TV	218.5 GRPs	196	n/a	\$23,810
Total				\$23,810

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8

Financial Summary

The Highway Safety Program Cost Summary table for federal fiscal year 2019 follows in Table 7.1.

Table 7.1 Highway Safety Program Cost Summary

Funding Source	Description	Total	Expenditures	Balance
NHTSA				
164 Transfer Funds				
164PA-2019-19-00-00	Audit Fees	\$22,000.00	\$1,153.11	\$20,846.89
164PA-2019-19-01-00	Travel/Training	\$4,500.00	\$0.00	\$4,500.00
164 Planning and Administration Total		\$26,500.00	\$1,153.11	\$25,346.89
164 Alcohol				
164AL-2019-00-00-00	CF	\$0.00	\$0.00	\$0.00
164AL-2019-19-01-00	Salaries (Impaired Driving)	\$948,600.00	\$236,521.04	\$712,078.96
164AL-2019-19-02-00	State Agencies (RISP) RI Impaired Drivin	\$171,000.00	\$171,000.00	\$0.00
164AL-2019-19-03-00	State Agencies (RIMPA) Law Enforcement H	\$56,000.00	\$35,561.02	\$20,438.98
164AL-2019-19-04-00	RI Police Chiefs Association - Safety Pa	\$48,925.00	\$13,841.80	\$35,083.20
164AL-2019-19-05-00	Alcohol Survey	\$63,000.00	\$23,600.00	\$39,400.00
164AL-2019-19-06-00	Alcohol Program Resources	\$50,000.00	\$0.00	\$50,000.00
164AL-2019-19-07-00	State Agencies RI BHDDH- JUDICIARY TRAIN	\$50,000.00	\$0.00	\$50,000.00
164AL-2019-19-08-00	State Agencies (HEALTH) Alcohol Toxicolo	\$135,000.00	\$121,322.97	\$13,677.03
164AL-2019-19-09-00	State Agencies (URI) Alcohol Enforcement	\$7,000.00	\$3,655.20	\$3,344.80
164AL-2019-19-10-00	Training/Education/Wet Labs	\$50,000.00	\$0.00	\$50,000.00
164AL-2019-19-11-00	Criminal Justice Training	\$70,000.00	\$0.00	\$70,000.00
164AL-2019-19-12-00	State Agencies (RISP) Crash Reconstructi	\$1,631.00	\$1,163.19	\$467.81
164AL-2019-19-13-00	VMS Message Boards	\$100,000.00	\$16,111.00	\$83,889.00
164AL-2019-19-14-00	Leadership Committee Statue/Outreach	\$50,000.00	\$0.00	\$50,000.00
164AL-2019-19-15-00	State Agencies (RISP) RI Impaired Drivin	\$121,164.00	\$96,935.41	\$24,228.59
164 Alcohol Total		\$1,922,320.00	\$719,711.63	\$1,202,608.37
164 Paid Media				
164PM-2019-19-01-00	Paid Media (AL)	\$3,300,000.00	\$1,086,891.21	\$2,213,108.79
164PM-2019-19-02-00	Creative Media (AL)	\$2,620,978.41	\$319,065.02	\$2,301,913.39
164 Paid Media Total		\$5,920,978.41	\$1,405,956.23	\$4,515,022.18
164 Transfer Funds Total		\$7,869,798.41	\$2,126,820.97	\$5,742,977.44
MAP 21 405c Data Program				
M3DA-2019-19-01-00	RI Police Chiefs Association Statewide R	\$347,241.19	\$50,597.74	\$296,643.45
405c Data Program Total		\$347,241.19	\$50,597.74	\$296,643.45
MAP 21 405c Data Program Total		\$347,241.19	\$50,597.74	\$296,643.45
405d Mid Paid/Earned Media				
MSPM-2019-19-01-00	Creative Media	\$52,417.58	\$0.00	\$52,417.58
405d Mid Paid/Earned Media Total		\$52,417.58	\$0.00	\$52,417.58
MAP 21 405d Impaired Driving Mid Total		\$52,417.58	\$0.00	\$52,417.58
MAP 21 405f Motorcycle Programs				
M9MA-2019-19-02-00	State Agencies (RIMPA) MC Training	\$708.04	\$708.04	\$0.00
405f Motorcyclist Awareness Total		\$708.04	\$708.04	\$0.00
MAP 21 405f Motorcycle Programs Total		\$708.04	\$708.04	\$0.00
FAST Act NHTSA 402				
PA-2019-19-00-00	Audit Fees	\$25,000.00	\$1,066.88	\$23,933.12
PA-2019-19-01-00	Memberships and Dues	\$8,000.00	\$4,649.55	\$3,350.45
PA-2019-19-02-00	Office Equipment	\$20,000.00	\$8,171.30	\$11,828.70
PA-2019-19-03-00	Office Supplies	\$20,000.00	\$3,012.56	\$16,987.44
PA-2019-19-04-00	Preparation of Highway Safety Performanc	\$75,000.00	\$41,986.94	\$33,013.06
PA-2019-19-05-00	Travel and Training	\$60,000.00	\$38,201.72	\$21,798.28
PA-2019-19-06-00	Safety Messages Display Monitors	\$40,623.15	\$7,369.19	\$33,253.96
PA-2019-19-08-00	Photography and Video	\$44,376.85	\$0.00	\$44,376.85
Planning and Administration Total		\$293,000.00	\$104,458.14	\$188,541.86
Motorcycle Safety				
MC-2019-19-01-00	Salaries (Motorcycle)	\$51,000.00	\$12,197.12	\$38,802.88
MC-2019-19-02-00	Motorcycle Public Education Awareness an	\$30,000.00	\$0.00	\$30,000.00
Motorcycle Safety Total		\$81,000.00	\$12,197.12	\$68,802.88
Occupant Protection				
OP-2019-19-01-00	Salaries (OP)	\$280,500.00	\$205,040.72	\$75,459.28
OP-2019-19-02-00	State Agencies (RISP) Child Passenger Sa	\$2,500.00	\$2,424.65	\$75.35
OP-2019-19-04-00	CLOT DMV Intercept Survey	\$14,100.00	\$14,000.00	\$100.00
OP-2019-19-05-00	CLOT Observational Surveys	\$70,400.00	\$62,400.00	\$8,000.00
OP-2019-19-06-00	State Agencies (RISP) Crash Reconstructi	\$1,631.00	\$1,630.23	\$0.77
OP-2019-19-07-00	RI Police Chiefs Association - Safety Pa	\$48,925.00	\$13,841.80	\$35,083.20
OP-2019-19-08-00	VMS Message Boards	\$25,000.00	\$0.00	\$25,000.00
Occupant Protection Total		\$443,056.00	\$299,337.40	\$143,718.60
Pedestrian/Bicycle Safety				
PS-2019-19-01-00	Salaries (Pedestrian/Bicycle)	\$76,500.00	\$1,599.45	\$74,900.55
PS-2019-19-02-00	Bike Newport Road Share Education	\$129,800.00	\$127,800.00	\$2,000.00
PS-2019-19-03-00	RI Bike Coalition - Statewide Smart Cycl	\$10,000.00	\$7,350.00	\$2,650.00
PS-2019-19-04-00	ThinkFast Interactive High School Educat	\$50,000.00	\$37,500.00	\$12,500.00

Funding Source	Description	Total	Expenditures	Balance
Pedestrian/Bicycle Safety Total		\$266,300.00	\$174,249.45	\$92,050.55
Police Traffic Services				
PT-2019-19-01-00	Salaries (Speed)	\$102,000.00	\$101,813.84	\$186.16
PT-2019-19-02-00	State Agencies (RISP) Speed Enforcement/	\$111,412.00	\$101,861.26	\$9,550.74
PT-2019-19-03-00	State Agencies (RIMPA) Law Enforcement H	\$65,000.00	\$39,172.17	\$25,827.83
PT-2019-19-04-00	Municipalities Speed Enforcement/Equipme	\$288,000.00	\$256,108.48	\$31,891.52
PT-2019-19-05-00	State Agencies (RISP) Crash Reconstructi	\$38,412.00	\$32,367.68	\$6,044.32
PT-2019-19-06-00	State Agencies (URI) Speed Enforcement	\$4,100.00	\$4,081.30	\$18.70
PT-2019-19-07-00	RI Police Chiefs Association - Safety Pa	\$48,925.00	\$13,841.80	\$35,083.20
PT-2019-19-08-00	Speed Assessment	\$40,000.00	\$0.00	\$40,000.00
PT-2019-19-09-00	Municipalities Speed Initiative	\$100,000.00	\$0.00	\$100,000.00
PT-2019-19-10-00	VMS Message Boards	\$25,000.00	\$0.00	\$25,000.00
Police Traffic Services Total		\$822,849.00	\$549,246.53	\$273,602.47
Traffic Records				
TR-2019-19-01-00	Salaries (Traffic Records Research)	\$207,200.00	\$99,080.36	\$108,119.64
Traffic Records Total		\$207,200.00	\$99,080.36	\$108,119.64
Driver Education				
DE-2019-19-01-00	Driver's Education Assessment	\$40,000.00	\$0.00	\$40,000.00
Driver Education Total		\$40,000.00	\$0.00	\$40,000.00
Safe Communities				
SA-2019-19-01-00	Salaries (Young Drivers)	\$102,000.00	\$19,736.32	\$82,263.68
SA-2019-19-02-00	Cranston Child Opportunity Zone (COZ) Pa	\$12,294.00	\$12,293.25	\$75.75
SA-2019-19-03-00	Young Voices Keeping Young Drivers Safe	\$25,000.00	\$24,323.00	\$677.00
SA-2019-19-04-00	ThinkFast Interactive High School Educat	\$50,000.00	\$0.00	\$50,000.00
SA-2019-19-05-00	Comprehension Youth Educational Traffic	\$185,000.00	\$71,827.06	\$113,172.94
SA-2019-19-06-00	Student/Intern Safety Education	\$60,000.00	\$0.00	\$60,000.00
SA-2019-19-07-00	RI Interscholastic League - Traffic Safe	\$50,000.00	\$48,840.00	\$1,160.00
SA-2019-19-08-00	AAA Northeast - Young Driver Summit	\$10,000.00	\$5,096.00	\$4,904.00
SA-2019-19-09-00	State Agencies (HEALTH) YRBS Survey	\$6,000.00	\$6,000.00	\$0.00
SA-2019-19-10-00	JSI Research & Training Institute	\$8,175.00	\$8,006.10	\$168.90
Safe Communities Total		\$508,469.00	\$196,121.73	\$312,347.27
Paid Advertising				
PM-2019-00-00-00		-\$54,475.13	\$0.00	-\$54,475.13
PM-2019-19-01-00	Paid Media (OP)	\$200,000.00	\$75,740.21	\$124,259.79
PM-2019-19-02-00	Creative Media (OP)	\$100,000.00	\$0.00	\$100,000.00
PM-2019-19-03-00	Paid Media (PT)	\$251,906.31	\$0.00	\$251,906.31
PM-2019-19-04-00	Creative Media (PT)	\$301,906.31	\$45,104.62	\$256,801.69
PM-2019-19-05-00	Paid Media (MC) Awareness Campaign (Ma	\$65,000.00	\$63,510.26	\$1,489.74
PM-2019-19-06-00	Creative Media (MC) Awareness Personal	\$50,000.00	\$0.00	\$50,000.00
Paid Advertising Total		\$914,337.49	\$184,355.09	\$729,982.40
Distracted Driving				
DD-2019-19-01-00	Salaries (Distracted Driving)	\$112,000.00	\$111,745.68	\$254.32
DD-2019-19-02-00	State Agencies (RISP) Crash Reconstructi	\$1,631.00	\$1,630.23	\$77.77
DD-2019-19-03-00	Municipalities Distracted Driving Enforc	\$87,000.00	\$86,793.63	\$206.37
DD-2019-19-04-00	State Agencies (RISP) Distracted Drivin	\$36,245.00	\$25,163.86	\$11,081.14
DD-2019-19-05-00	State Agencies (URI) DD Enforcement	\$1,100.00	\$972.40	\$127.60
DD-2019-19-06-00	RI Police Chiefs Association - Safety Pa	\$48,925.00	\$13,841.79	\$35,083.21
DD-2019-19-07-00	ThinkFast Interactive High School Educat	\$50,000.00	\$40,625.00	\$9,375.00
DD-2019-19-08-00	VMS Message Boards	\$25,000.00	\$0.00	\$25,000.00
Distracted Driving Total		\$361,901.00	\$280,772.59	\$81,128.41
FAST Act NHTSA 402 Total		\$3,938,112.49	\$1,899,818.41	\$2,038,294.08
FAST Act 1906 Prohibit Racial Profiling				
F1906CMD-2019-19-00-00	Audit Fees	\$2,800.00	\$139.22	\$2,660.78
F1906CMD-2019-19-01-00	Consultant Annual Reports/Maint.	\$600,000.00	\$229,665.98	\$370,334.02
F1906CMD-2019-19-02-00	Data Analysis	\$187,480.43	\$0.00	\$187,480.43
1906 Collecting and Maintaining Data Total		\$790,280.43	\$229,805.20	\$560,475.23
FAST Act 1906 Prohibit Racial Profiling Total		\$790,280.43	\$229,805.20	\$560,475.23
FAST Act 405b OP Low				
M2HVE-2019-19-01-00	State Agencies (URI) Seat Belt Law Enfor	\$1,100.00	\$1,016.40	\$83.60
M2HVE-2019-19-02-00	State Agencies (RIMPA) Law Enforcement H	\$71,500.00	\$40,494.79	\$31,005.21
M2HVE-2019-19-03-00	Municipalities Seat Belt Law Enforcement	\$175,000.00	\$150,724.92	\$24,275.08
M2HVE-2019-19-04-00	State Agencies (RISP) Rollover Simulator	\$15,000.00	\$9,996.14	\$5,003.86
M2HVE-2019-19-05-00	State Agencies (RISP) Seat Belt Law Enfo	\$21,631.00	\$9,807.20	\$11,823.80
M2HVE-2019-19-06-00	Municipalities Child Passenger Safety (C	\$79,000.00	\$56,006.44	\$22,993.56
M2HVE-2019-19-07-00	RI Hospital Child Passenger Safety in Rh	\$114,443.09	\$83,473.49	\$30,969.60
M2HVE-2019-19-08-00	Traffic Safety Academy	\$25,000.00	\$12,693.06	\$12,306.94
405b Low HVE Total		\$502,674.09	\$364,212.44	\$138,461.65
405b Low Public Education				
M2PE-2019-19-01-00	Paid Media(CPS)	\$30,124.02	\$24,930.45	\$5,193.57
405b Low Public Education Total		\$30,124.02	\$24,930.45	\$5,193.57

	Funding Source	Description	Total	Expenditures	Balance
405b OP Low					
	M2X-2019-19-00-00	Audit Fees	\$1,986.29	\$159.23	\$1,827.06
	405b OP Low Total		\$1,986.29	\$159.23	\$1,827.06
	FAST Act 405b OP Low Total		\$534,784.40	\$389,302.12	\$145,482.28
FAST Act 405c Data Program					
	M3DA-2019-19-00-00	Audit Fees	\$2,700.00	\$51.39	\$2,648.61
	M3DA-2019-19-01-00	RI Police Chiefs Association Statewide R	\$5,000.00	\$4,329.20	\$670.80
	M3DA-2019-19-02-00	Crash MMUCC Revisions	\$75,000.00	\$0.00	\$75,000.00
	M3DA-2019-19-03-00	State Agencies (HEALTH) EMS	\$56,000.00	\$55,323.63	\$676.37
	M3DA-2019-19-04-00	Traffic Records Data Warehouse	\$668,476.00	\$0.00	\$668,476.00
	M3DA-2019-19-05-00	RI DOT OHS- Crash Form Training	\$75,000.00	\$0.00	\$75,000.00
	405c Data Program Total		\$882,176.00	\$59,704.22	\$822,471.78
	FAST Act 405c Data Program Total		\$882,176.00	\$59,704.22	\$822,471.78
FAST Act 405d Impaired Driving Mid					
405d Mid Paid/Earned Media					
	M5PEM-2019-19-01-00	Paid Media	\$239,318.85	\$0.00	\$239,318.85
	405d Mid Paid/Earned Media Total		\$239,318.85	\$0.00	\$239,318.85
405d Mid Training					
	FAST Act 405d Impaired Driving Mid Total		\$239,318.85	\$0.00	\$239,318.85
FAST Act 405d Impaired Driving Low					
	M6OT-2019-19-01-00	SFST Training Assessment	\$40,000.00	\$0.00	\$40,000.00
	405d Low Other Based on Problem ID Total		\$40,000.00	\$0.00	\$40,000.00
405d Impaired Driving Low					
	M6X-2019-19-00-00	Audit Fees	\$5,000.00	\$298.61	\$4,701.39
	M6X-2019-19-01-00	RI Hospital Trauma Education	\$35,000.00	\$0.00	\$35,000.00
	405d Impaired Driving Low Total		\$40,000.00	\$298.61	\$39,701.39
405d Low Court Support					
	FDLCS-2019-19-01-00	State Agencies (AG) Traffic Safety Resou	\$140,000.00	\$46,365.27	\$93,634.73
	405d Low Court Support Total		\$140,000.00	\$46,365.27	\$93,634.73
405d Low BAC Testing/Reporting					
	FDLBAC-2019-19-01-00	Municipalities Impaired Driving BAT (Bre	\$56,500.00	\$44,104.10	\$12,395.90
	FDLBAC-2019-19-02-00	State Agencies (HEALTH) Forensic Toxicol	\$65,000.00	\$65,000.00	\$0.00
	405d Low BAC Testing/Reporting Total		\$121,500.00	\$109,104.10	\$12,395.90
405d Low Paid/Earned Media					
	FDLPEM-2019-19-01-00	Paid Media (FLEX) 405D	\$1,460,804.84	\$164,517.70	\$1,296,287.14
	405d Low Paid/Earned Media Total		\$1,460,804.84	\$164,517.70	\$1,296,287.14
405d Low Drug and Alcohol Training					
	FDLDATR-2019-19-01-00	State Agencies (RIMPA) Law Enforcement H	\$85,000.00	\$49,559.96	\$35,440.04
	FDLDATR-2019-19-02-00	Criminal Justice Training	\$70,000.00	\$0.00	\$70,000.00
	FDLDATR-2019-19-03-00	Traffic Safety Academy	\$25,000.00	\$12,693.02	\$12,306.98
	405d Low Drug and Alcohol Training Total		\$180,000.00	\$62,252.98	\$117,747.02
405d Low 24-7 Sobriety Program					
	FDLSP-2019-19-01-00	Municipalities Impaired Driving Law Enfo	\$260,963.00	\$197,743.65	\$63,219.35
	405d Low 24-7 Sobriety Program Total		\$260,963.00	\$197,743.65	\$63,219.35
	FAST Act 405d Impaired Driving Low Total		\$2,243,267.84	\$580,282.31	\$1,662,985.53
FAST Act 405e Special Distracted Driving					
	FESPE-2019-19-01-00	Creative Media Distracted Driving	\$28,376.55	\$24,988.00	\$3,388.55
	FESPE-2019-19-02-00	Paid Media Distracted Driving	\$95,134.66	\$94,683.21	\$451.45
	405e Public Education Total		\$123,511.21	\$119,671.21	\$3,840.00
405e DD Law Enforcement					
	FESDDLE-2019-19-01-00	State Agencies (RIMPA) Distracted Drivin	\$22,426.45	\$17,524.30	\$4,902.15
	405e DD Law Enforcement Total		\$22,426.45	\$17,524.30	\$4,902.15
405e Distracted Driving					
	FESX-2019-19-00-00	Audit Fees	\$2,300.00	\$57.42	\$2,242.58
	FESX-2019-19-01-00	Traffic Safety Academy	\$25,000.00	\$12,693.02	\$12,306.98
	405e Distracted Driving Total		\$27,300.00	\$12,750.44	\$14,549.56
	FAST Act 405e Special Distracted Driving Total		\$173,237.66	\$149,945.95	\$23,291.71
FAST Act 405f Motorcycle Programs					
	M9MT-2019-19-01-00	State Agencies (RIMPA) Law Enforcement H	\$32,994.11	\$0.00	\$32,994.11
	405f Motorcyclist Training Total		\$32,994.11	\$0.00	\$32,994.11
405f Motorcyclist Awareness					
	M9MA-2019-19-01-00	State Agency CCRI Rider Program	\$22,500.00	\$0.00	\$22,500.00
	405f Motorcyclist Awareness Total		\$22,500.00	\$0.00	\$22,500.00
405f Motorcycle Programs					
	M9X-2019-19-00-00	Audit Fees	\$500.00	\$14.66	\$485.34
	405f Motorcycle Programs Total		\$500.00	\$14.66	\$485.34

Funding Source	Description	Total	Expenditures	Balance
FAST Act 405f Motorcycle Programs Total		\$55,994.11	\$14.66	\$55,979.45
FAST Act 405h Nonmotorized Safety				
FHTR-2019-19-01-00	State Agencies (RIMPA) Ped/Bike Training	\$20,000.00	\$16,425.18	\$3,574.82
	405h Training Total	\$20,000.00	\$16,425.18	\$3,574.82
405h Law Enforcement				
FHLE-2019-19-01-00	Municipalities Pedestrian/Bicycle Enforc	\$52,000.00	\$51,517.51	\$482.49
FHLE-2019-19-02-00	Pedestrian/ Bike Public Education Public	\$15,000.00	\$0.00	\$15,000.00
FHLE-2019-19-03-00	Pedestrian/ Bike Public Education LE	\$50,000.00	\$0.00	\$50,000.00
FHLE-2019-19-04-00	State Agencies (RISP) Ped/Bike Enforcem	\$5,000.00	\$0.00	\$5,000.00
FHLE-2019-19-05-00	Youth Bike/Ped Safety Woonasquatucket Ri	\$35,000.00	\$34,815.55	\$184.45
FHLE-2019-19-06-00	VMS Message Boards	\$25,000.00	\$0.00	\$25,000.00
FHLE-2019-19-07-00	Traffic Safety Academy	\$25,000.00	\$12,693.05	\$12,306.95
	405h Law Enforcement Total	\$207,000.00	\$99,026.11	\$107,973.89
405h Public Education				
FHPE-2019-00-00-00		\$0.00	\$0.00	\$0.00
FHPE-2019-19-01-00	Paid Media (PS) Pedestrian/Bicycle Safet	\$290,595.45	\$99,584.00	\$191,011.45
FHPE-2019-19-02-00	Creative Media (PS) Pedestrian/Bicycle S	\$50,000.00	\$49,799.90	\$200.10
	405h Public Education Total	\$340,595.45	\$149,383.90	\$191,211.55
405h Nonmotorized Safety				
FHX-2019-19-00-00	Audit Fees	\$1,200.00	\$71.73	\$1,128.27
	405h Nonmotorized Safety Total	\$1,200.00	\$71.73	\$1,128.27
FAST Act 405h Nonmotorized Safety Total		\$568,795.45	\$264,906.92	\$303,888.53
NHTSA Total		\$17,696,132.45	\$5,751,906.54	\$11,944,225.91