



State of Rhode Island

# Highway Safety Plan

Annual Report

Federal Fiscal Year 2023



**PREPARED FOR**

U.S. Department of Transportation  
National Highway Traffic Safety Administration

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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

This Rhode Island Highway Safety Annual Report for Federal Fiscal Year (FFY) 2023 serves as the State of Rhode Island's assessment of the Highway Safety Plan (HSP) for FFY 2023. 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 2023, the HSP identified eleven program areas to focus resources to reduce fatalities and serious injuries. The areas included occupant protection, impaired driving, speed, motorcycles, young drivers, pedestrian and bicyclists, traffic records, distracted driving, police traffic services, media campaigns, and planning and administration. Within each area, data-driven performance measures and targets were identified based primarily on 2018 to 2022 trend data. The 12 Core Performance Measures required by the National Highway Traffic Safety Administration (NHTSA) and targets were tracked through the 2023 HSP Annual Report and are detailed in **Table 2.1**. Through the implementation of safety activities and projects, Rhode Island is on pace to achieve 9 of its 12 five-year average targets in Calendar Year 2023 with insufficient data at this time to fully quantify impaired fatalities. Targets not met are for unrestrained occupant fatalities, unhelmeted motorcycle fatalities, and belt use.

Although the number of roadway fatalities has trended down in previous years, RI realized an increase in fatalities in 2023. We had been approaching the State's 10-year low of 45 (2015) and similarly low years with 51 fatalities (2014, 2016) but 2023 has now set us on a different pace. Although we demonstrated strong improvements over recent years and we hoped it offered a regression to the mean, 2023 has shown us that we have much to do and many efforts of proven countermeasures to increase and support.

Consistent with societal trends, OHS and Subrecipients were able to resume most activities, events, and programs consistent with pre-pandemic approaches and have improved programs for the better based on what we've learned through the



pandemic. We will now move forward and analyze why 2023 showed an increase in dangerous road behaviors and address those analytics with the assistance of our community partners through enhanced PPEs exercises.

This Annual Report:

- › Documents Rhode Island progress in meeting its highway safety targets identified in the 2023 HSP for each of the eleven program areas; and
- › Describes projects and activities funded during FFY 2023 and how they contributed to meeting Rhode Island's identified highway safety targets.

## 1.1 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 January 23, 2024, crashes on Rhode Island highways resulted in 70 fatalities and 243 serious injuries.

Although in past years the number of roadway fatalities has trended down, approaching the State's 10-year low of 45 (2015) and similarly low years with 51 fatalities (2014, 2016), 2023 offered clear warning bells that we need to increase our efforts across the state. Until an in-depth evaluation of our 2023 data is completed, we will hold true to the work we have embraced over other years in which we saw healthier trends. The pace of fatalities in 2022 was reduced and showed strong improvements over recent years and hopefully a regression to the mean, offsetting a recent spike in risk-taking behaviors. But the data from 2023 shows a clear need that our traffic safety efforts need to be increased and new community partners need to be embraced.

As of January 23, 2024, observed fatalities in 2023 are up by 35%, 18 fatalities, compared to the end of year 2022. Vehicle miles traveled are projected to be on-track with travel in 2018/2019, when total fatalities were 57-59 for these years. These statistics together show that the rate of fatalities is also up in 2023.

Historically, serious injuries have been trending down year-by-year, in 2023, serious injuries appear to continue a downward trend, however, serious injury data is preliminary as crash records from the various municipalities are not yet closed for the year.

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 continues to conduct 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 Rhode Island SHSP is 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 2023-2027 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. Since 2019, progress was made to unify data sources and augment the quality of databases and resources. During 2024 we will have a NHTSA TRCC "go team" visit our state to offer guidance to our TRCC committee so that our efforts remain streamlined, intentional and successful.

In 2021 a NHTSA Occupant Protection Program Assessment was completed. Key recommendations from this effort concern integration with the Record Management System once it is established, expanding and building upon partnerships with other organizations, improving outreach to Spanish-speaking communities, and outreach and education efforts surrounding child passenger safety.

## 1.2 Strategic Partners

During the FFY 2023 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)
- › Brain Injury Association of RI (BIARI)
- › 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)

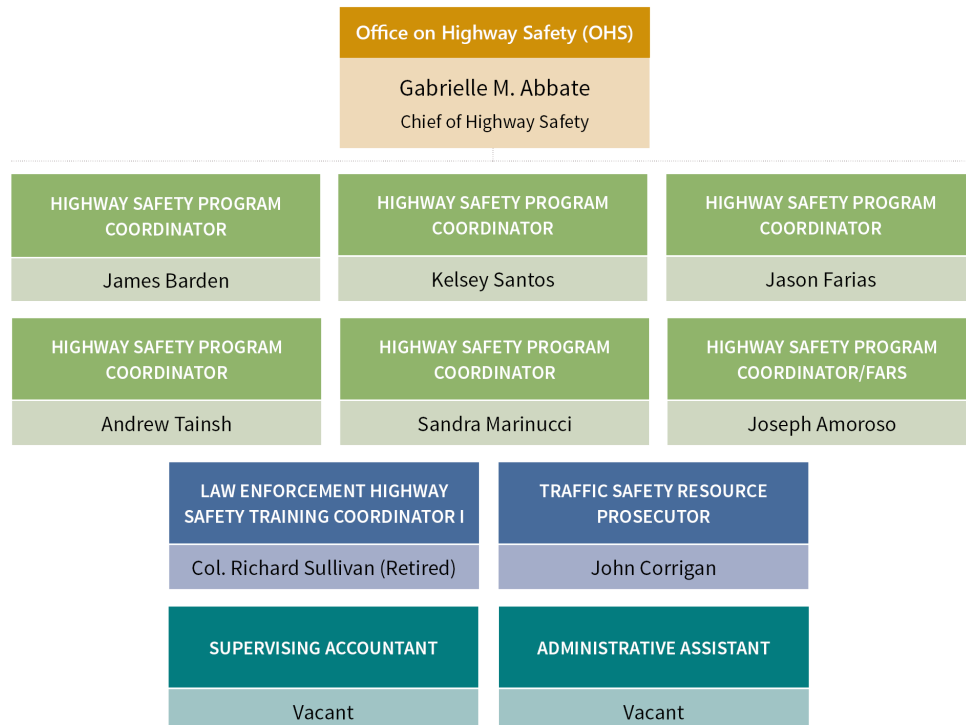
### 1.3 Organization and Staffing

**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.

During FFY 2023, financial duties continue to be carried out by the broader RIDOT Finance Department. The OHS Administrative Assistant position remains vacant.

**Figure 1.1 2023 RIDOT OHS Organizational Chart**



## 1.4 Problem Identification

Eleven program areas were the focus of the OHS FFY 2023 HSP. The activities and projects identified to address these areas, and the results are detailed in Section 3.0 – Program Areas. These programs included:

- › **Occupant Protection** – The failure of vehicle occupants to use seat belts and appropriate child passenger safety (CPS) restraints.
- › **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.
- › **Impaired Driving** – The incidence of driving under the influence (DUI) and driving while intoxicated (DWI).
- › **Distracted Driving** – The incidence of driving while distracted by any outside factors, most commonly cell phone use.
- › **Speed** – The incidence of speed and related recklessness as a contributor to fatalities and serious injuries on Rhode Island’s roadways.
- › **Motorcycles** – The safety of motorcyclists and their passengers on Rhode Island’s roadways.
- › **Young Drivers** – The overrepresentation of young drivers in fatal and serious injury crashes.
- › **Pedestrians and Bicyclists** – The safety of pedestrians, bicyclists, and school bus passengers.
- › **Police Traffic Services** – The enforcement of traffic safety laws.
- › **Planning and Administration** – The planning, development, coordination, monitoring, and evaluation of highway safety projects.
- › **Media Campaigns** – The education of safety for the general public.

## 1.5 Legislative Update

- › 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.
- › We continue to work with administrators and policy makers to enhance our Hands-free Law to include the ability to have a mounted mobile device in order to access GPS abilities. WE are tracking this with the RI courts and have had NHTSA review the bill in order to assure our federal compliance.
- › A bill to extend the look back years of a license violation has been introduced several years by RI’s Attorney General. Each year we develop testimony to

support the effort to increase the look back opportunity from 5 years to a 10 year window. We will continue that support in 2024.

The OHS established a set of targets for 2023, shown in **Table 2.2**, to improve safety in each of the program areas. The targets are based on a trend from a 2017-2021 five-year average baseline.

# 2

## Performance Data

### 2.1 Crash Summary

As of January 23, 2024, crashes on Rhode Island highways resulted in 70 fatalities and 243 serious injuries. Although the number of roadway fatalities has trended down in previous years, RI realized an increase in fatalities in 2023. We had been approaching the State's 10-year low of 45 (2015) and similarly low years with 51 fatalities (2014, 2016) but 2023 has now set us on a different pace. Although we demonstrated strong improvements over recent years and we hoped it offered a regression to the mean, 2023 has shown us that we have much to do and many efforts of proven countermeasures to increase and support.

As of January 23, 2024, observed fatalities in 2023 are up by 35%, 18 fatalities, compared to the end of year 2022. Vehicle miles traveled are projected to be on-track with travel in 2018/2019, when total fatalities were 57-59 for these years. These statistics together show that the rate of fatalities is also up in 2023. Historically, serious injuries have been trending down year-by-year, in 2023, serious injuries appear to continue a downward trend, however, serious injury data is preliminary as crash records from the various municipalities are not yet closed for the year.

In terms of the five-year rolling average, because of the spikes in 2020 and 2023, the average number of fatalities remains high, similar to 2023; however, serious injuries continue to decrease.

**Table 2.1** summarizes performance measures trends over the last 10 years. At this time, 2022 and 2023 fatalities are considered preliminary as NHTSA reviews are ongoing. All 2023 values are considered preliminary as of January 23, 2024, for fatalities and for serious injuries. A review of performance aligned to adopted targets for 2022 and 2023 follows in **Table 2.2**.

**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 2023 year includes a dot to indicate the five-year average target described in the 2023 Highway Safety Plan. The left column in 2023 is the actual year number to date 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 Performance Measure Trends**

Performance Measures		2014	2015	2016	2017	2018	2019	2020	2021	2022 <sup>a</sup>	Actual 2023 <sup>a</sup>
C-1	Traffic Fatalities (Actual)	51	45	51	84	59	57	67	63	52	70
	Five-Year Moving Average	63	58	55	59	58	59	64	66	60	62
C-2	Serious Injuries (Actual)	438	427	407	322	313	308	272	314	258	243
	Five-Year Moving Average	445	422	412	392	381	355	324	306	293	279
C-3	Traffic Fatalities per 100 million VMT	0.66	0.57	0.64	1.05	0.74	0.71	1.02	0.85	0.65	0.87
	Five-Year Moving Average	0.79	0.75	0.71	0.75	0.73	0.74	0.83	0.88	0.79	0.82
C-4	Unrestrained Occupant Fatalities	10	16	15	24	13	18	17	19	20	25
	Five-Year Moving Average	20	18	16	17	16	17	17	18	17	20
C-5	Number of Fatalities Involving Driver or Motorcycle Operator with $\geq 0.08$ BAC <sup>b</sup>	17	19	19	35	22	24	28	24	14	11
	Five-Year Moving Average	24	23	21	23	23	24	26	27	22	20
C-6	Speed-Related Fatalities	13	20	23	41	30	36	20	20	29	32
	Five-Year Moving Average	23	21	21	23	25	30	30	29	27	27
C-7	Motorcyclist Fatalities	10	9	4	11	18	13	13	13	11	16
	Five -Year Moving Average	12	11	8	9	10	11	12	14	14	13
C-8	Unhelmeted Motorcyclist Fatalities	7	4	4	5	12	3	6	8	9	11
	Five-Year Moving Average	8	6	5	5	6	6	6	7	8	7
C-9	Drivers Age 20 or Younger Involved in Fatal Crashes	4	6	9	15	5	3	8	8	3	4
	Five-Year Moving Average	5	5	6	8	8	8	8	8	5	5



Performance Measures		2014	2015	2016	2017	2018	2019	2020	2021	2022 <sup>a</sup>	Actual 2023 <sup>a</sup>
C-10	Pedestrian Fatalities	14	8	14	21	7	8	17	7	7	12
	Five-Year Moving Average	11	11	11	14	13	12	13	12	9	10
C-11	Bicyclist Fatalities	0	0	2	2	1	0	2	2	0	2
	Five-Year Moving Average	1	1	1	1	1	1	1	1	1	1
B-1	Percent Observed Belt Use for Passenger Vehicles – Front Seat Outboard Occupants	87%	87%	88%	88%	89%	89%	89%	89%	87%	89%
A-1	Number of Speeding Citations Issued During Grant-Funded Enforcement Activities	9,607	6,200	8,092	10,798	9,836	9,732	7,146	11,621	11,291	11,776
A-2	Number of seat belt Citations Issued During Grant-Funded Enforcement Activities	2,825	7,099	5,562	5,272	4,444	5,335	2,408	3,976	4,387	3,670
A-3	Number of Impaired Driving Arrests Made during Grant-Funded Enforcement Activities	507	404	363	306	257	272	484	666	600	589

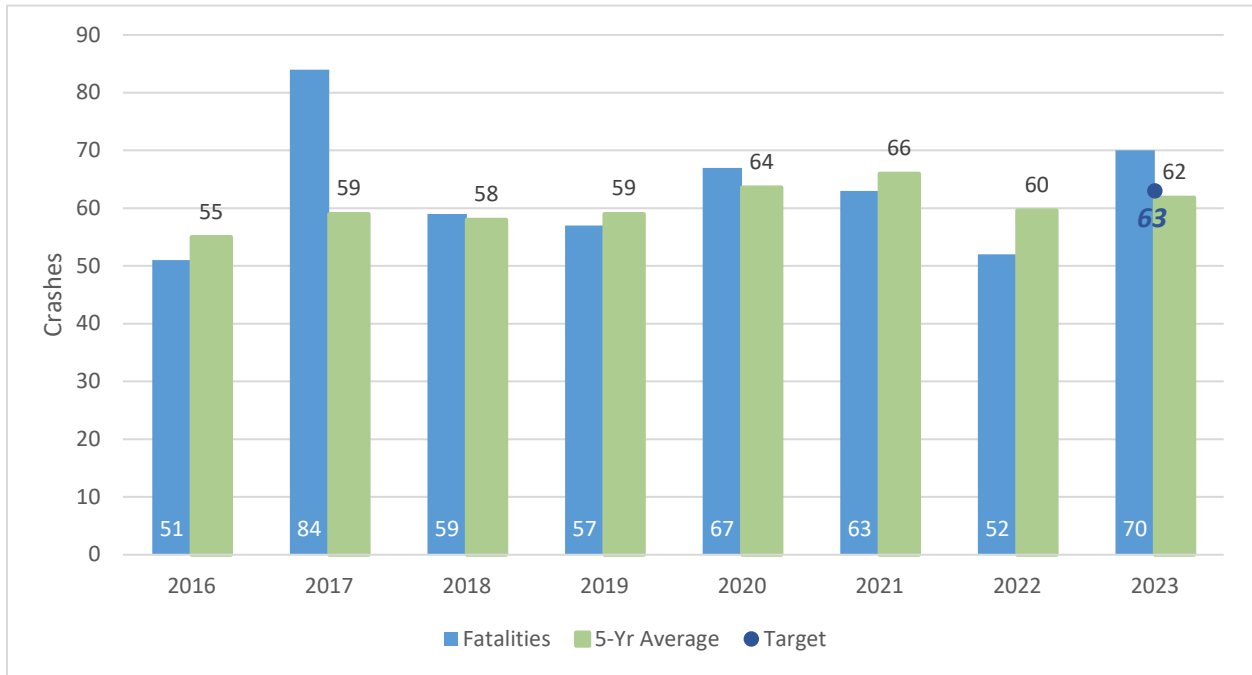
Source: 2014-2021 FARS data (December 2023); 2022-2023 RIDOT data (January 17, 2024); Belt Use – 2014 to 2023 Rhode Island Observed Restraint Use Surveys.

a Fatality statistics based on 2023 preliminary total as of January 17, 2024. Fatality statistics for 2022 remain preliminary. Serious Injury statistics based on 2023 preliminary total as of January 8, 2024. Citation statistics based on FFY 2023 preliminary total as of December 1, 2023.

b NHTSA imputed.

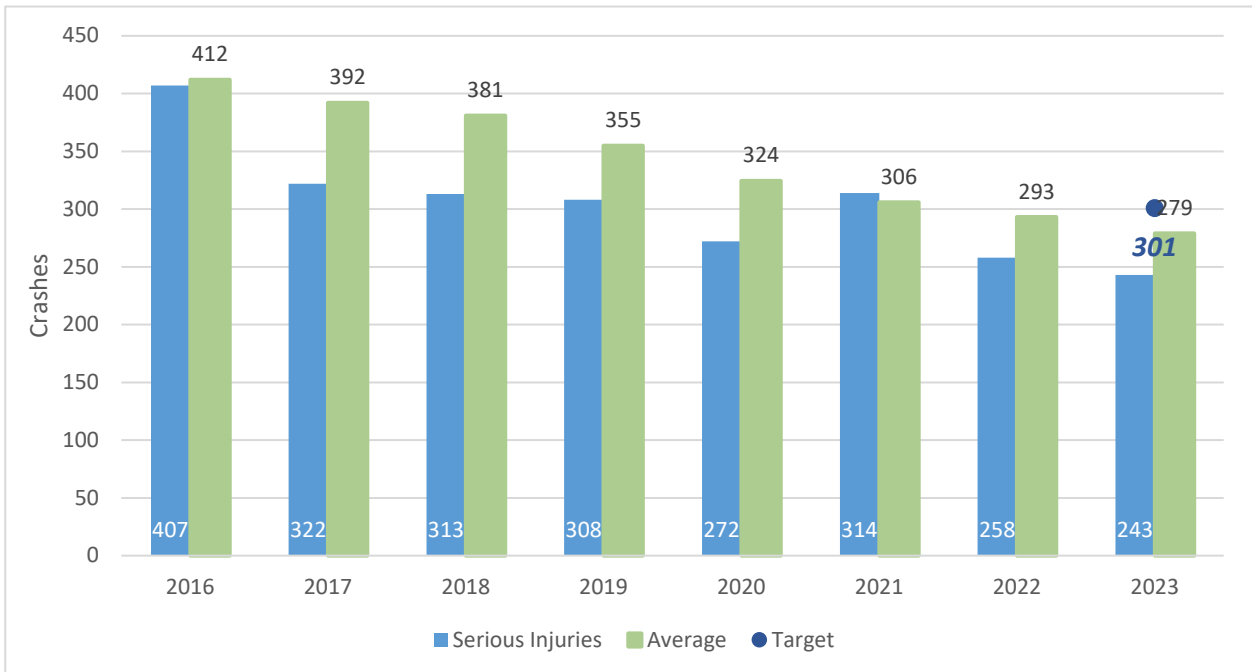
n/a Indicates insufficient data available at this time.

**Figure 2.1 Fatalities (2016 Baseline to 2023)**



Source: RIDOT/OHS, 2022-2023 and FARS, 2020. 2021 and 2022 numbers as of January 14, 2024.

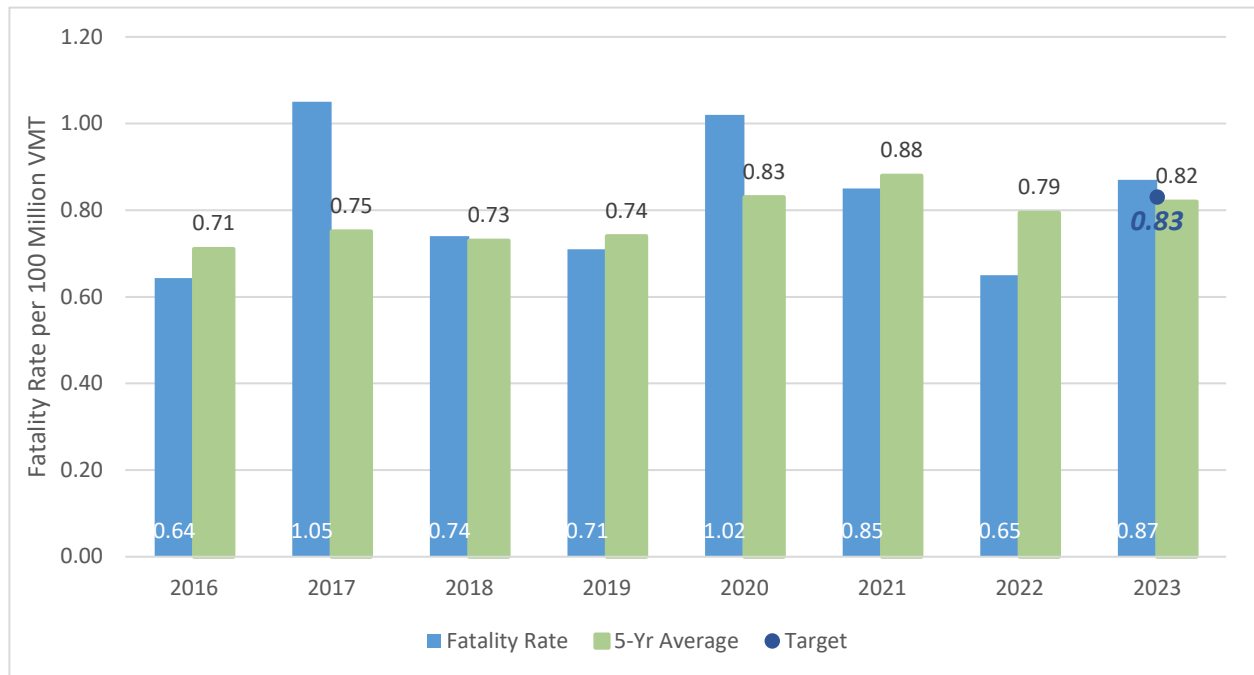
**Figure 2.2 Serious Injuries (2016 Baseline to 2023)**



Source: RIDOT/OHS, 2023.

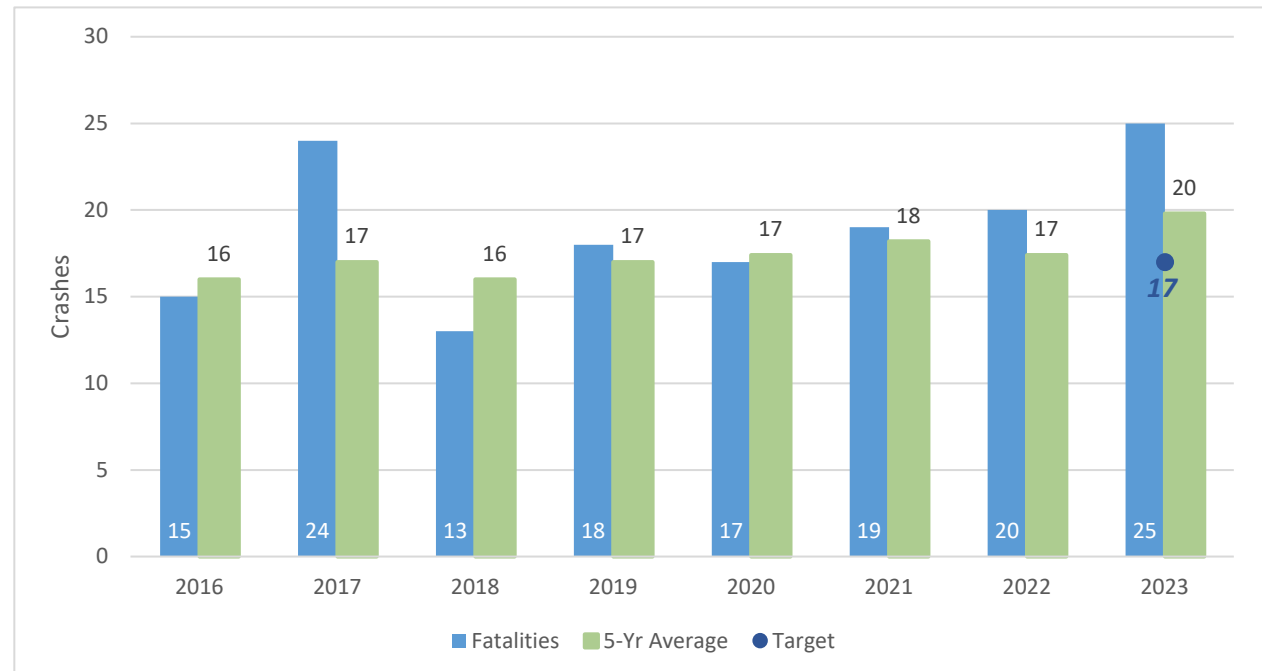
2023 Serious injury data is current as of January 5, 2024.

**Figure 2.3 Fatality Rate per 100 Million VMT (2016 Baseline to 2023)**



Source: RIDOT/OHS, 2022-2023 and FARS, 2020. 2021 and 2022 numbers as of January 14, 2024.

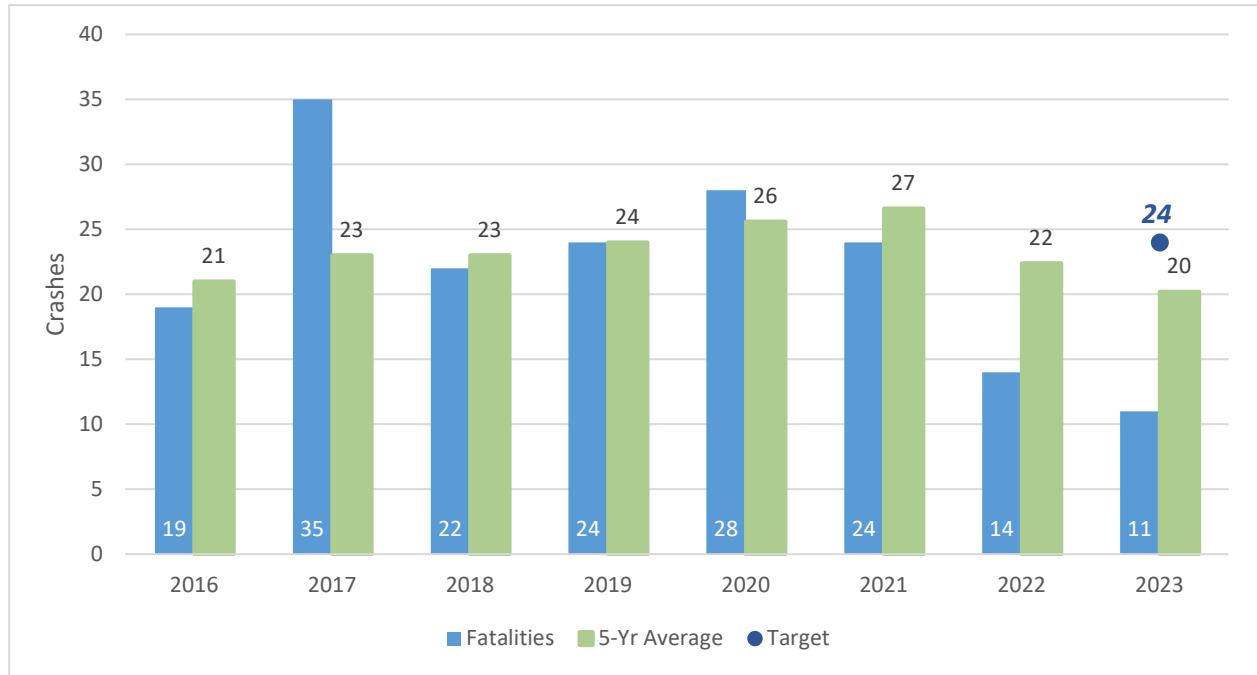
**Figure 2.4 Unrestrained Motor Vehicle Occupant Fatalities (2016 Baseline to 2023)**



Source: RIDOT/OHS, 2022-2023 and FARS, 2020. 2021 and 2022 numbers as of January 14, 2024.

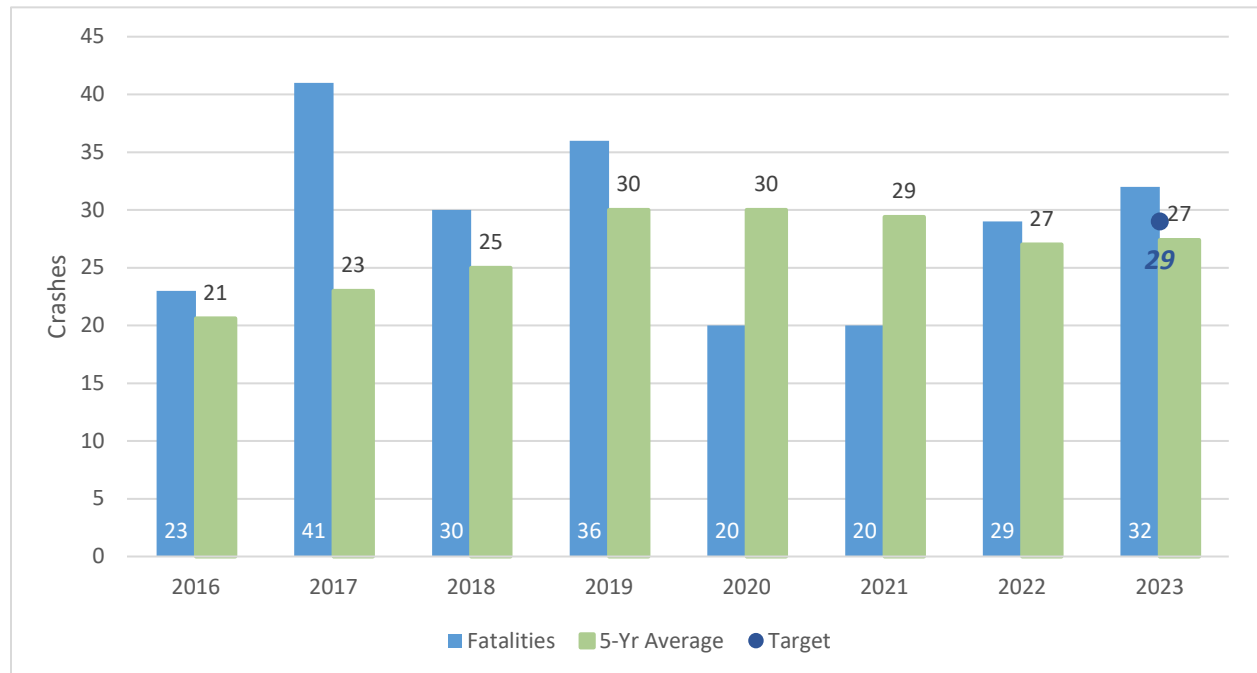
Note: Restraint usage restated to reflect all motor vehicle occupants except buses.

**Figure 2.5 Fatalities Involving Driver or Motorcycle Operator  $\geq 0.08$  BAC (2016 Baseline to 2023)**



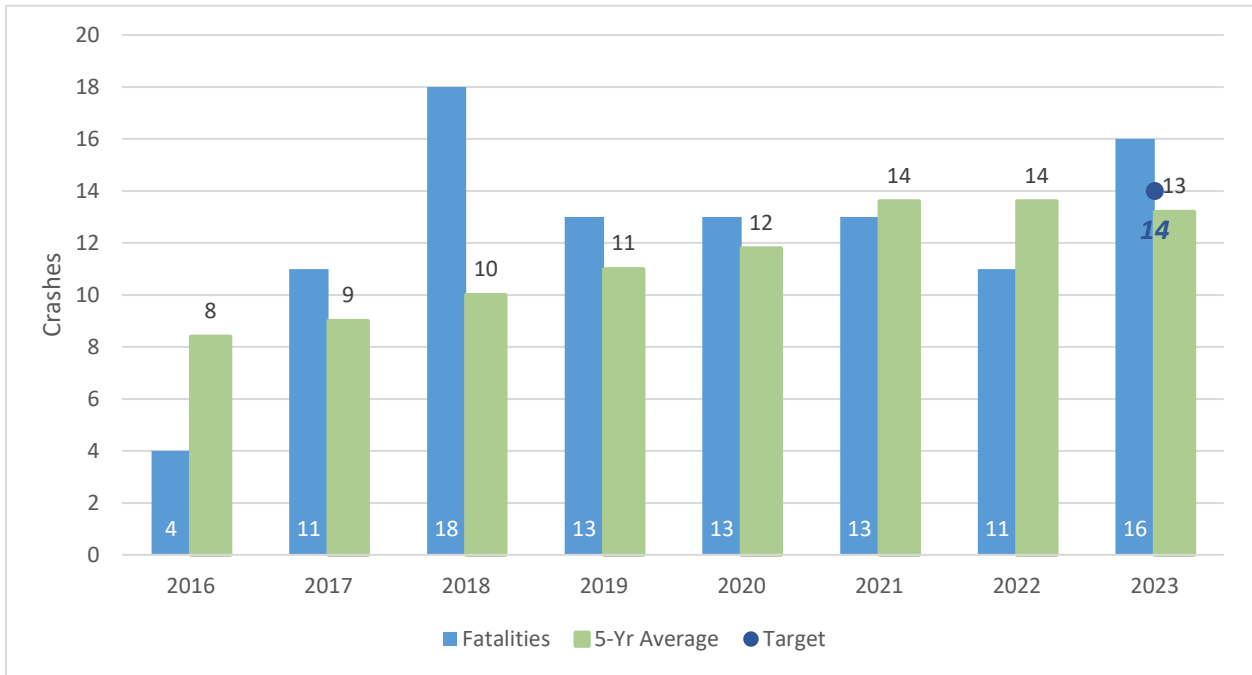
Source: RIDOT/OHS, 2022-2023 and FARS, 2020. 2021 and 2022 numbers as of January 14, 2024. 2023 data not currently available for alcohol impaired fatalities.

**Figure 2.6 Speed-Related Fatalities (2016 Baseline to 2023)**



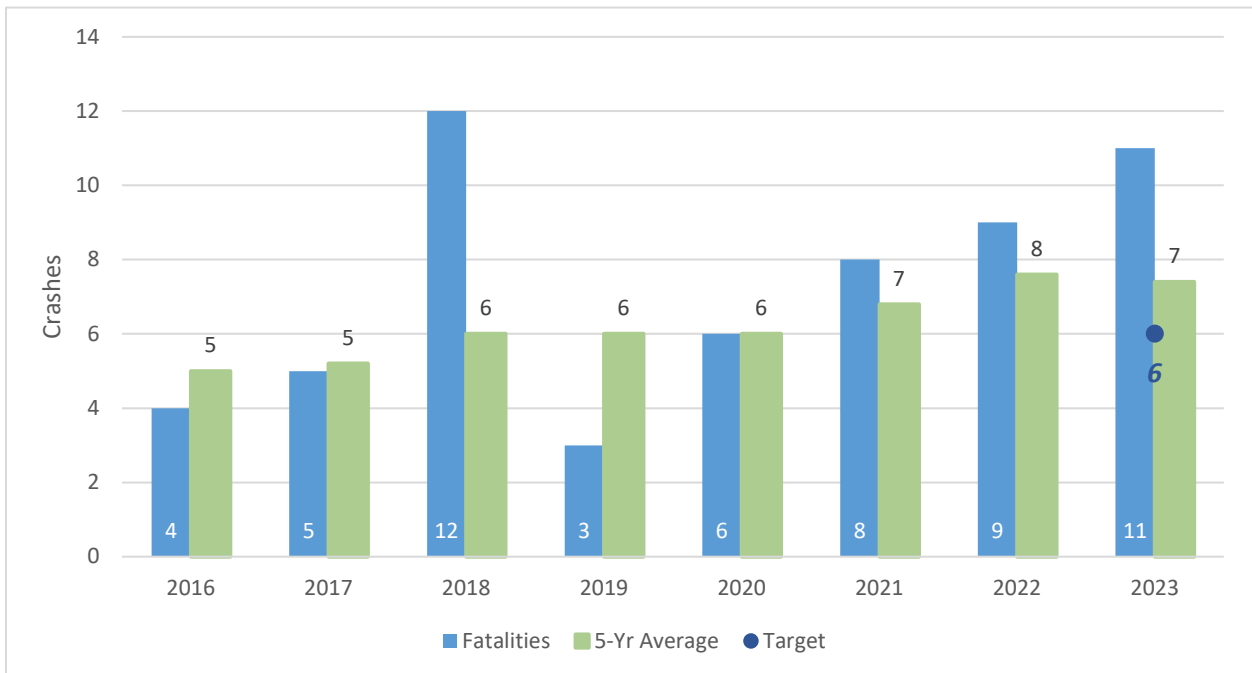
Source: RIDOT/OHS, 2022-2023 and FARS, 2020. 2021 and 2022 numbers as of January 14, 2024.

**Figure 2.7 Number of Motorcyclist Fatalities (2016 Baseline to 2023)**



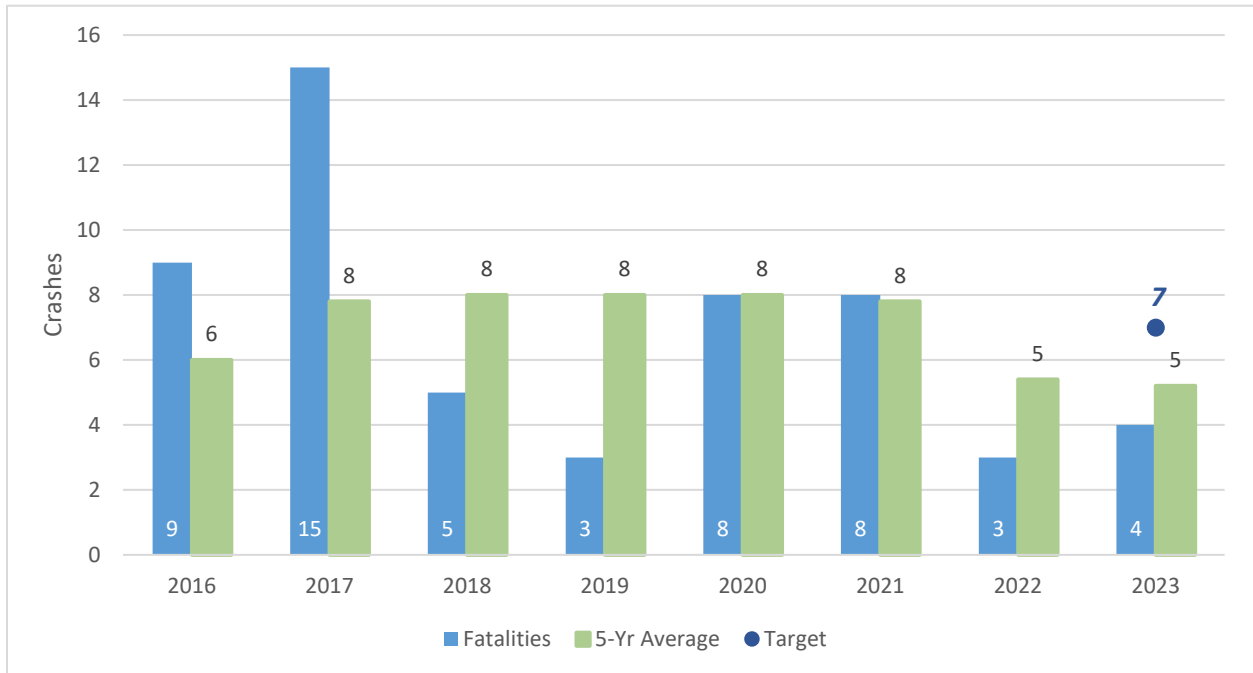
Source: RIDOT/OHS, 2022-2023 and FARS, 2020. 2021 and 2022 numbers as of January 14, 2024.

**Figure 2.8 Unhelmeted Motorcycle Fatalities (2016 Baseline to 2023)**



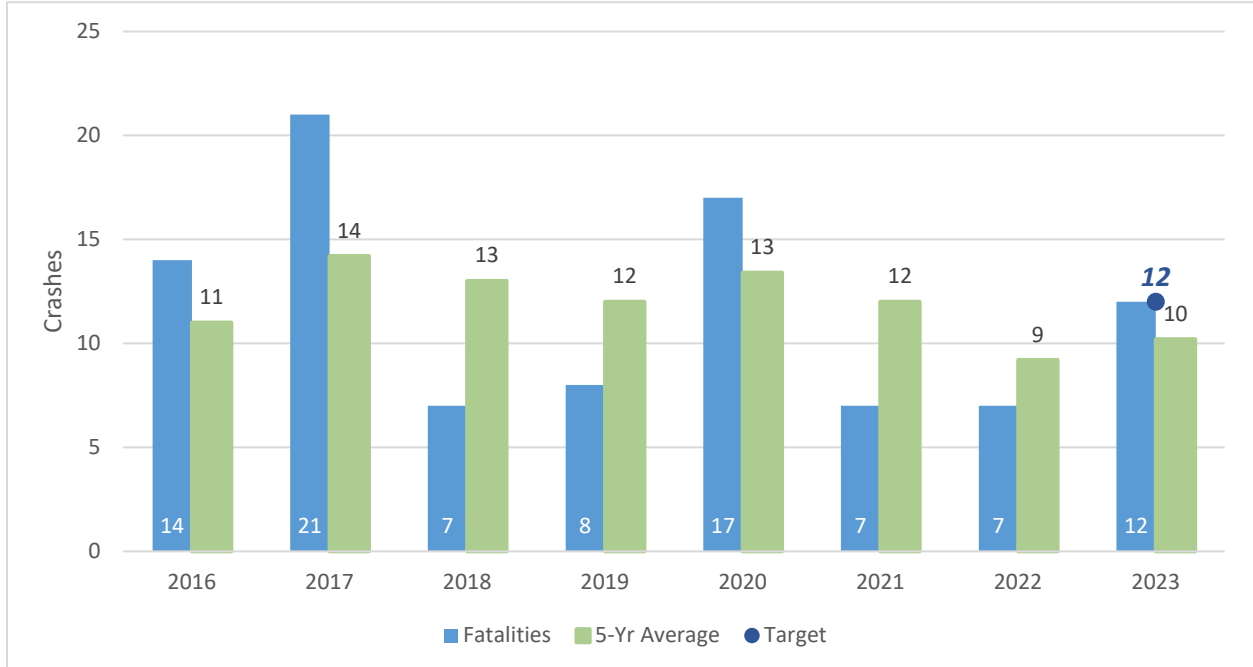
Source: RIDOT/OHS, 2022-2023 and FARS, 2020. 2021 and 2022 numbers as of January 14, 2024.

**Figure 2.9 Drivers Age 20 or Younger Involved in Fatal Crashes (2016 Baseline to 2023)**



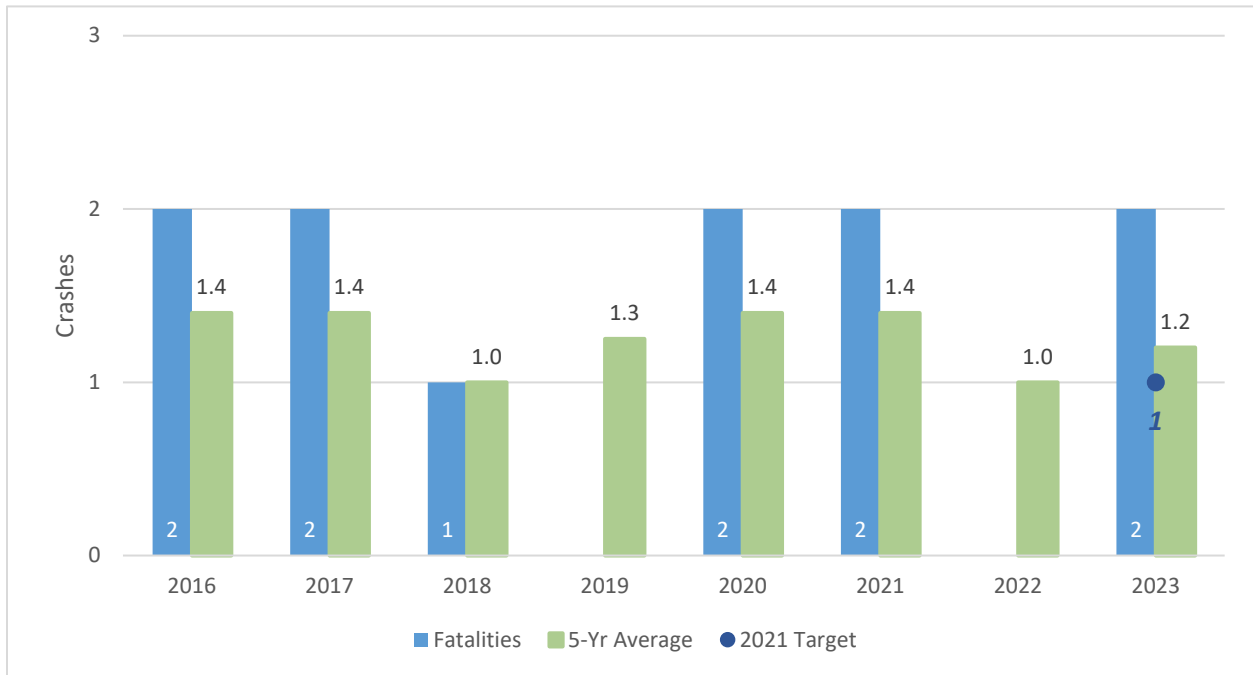
Source: RIDOT/OHS, 2022-2023 and FARS, 2020. 2021 and 2022 numbers as of January 14, 2024.

**Figure 2.10 Pedestrian Fatalities (2016 Baseline to 2023)**



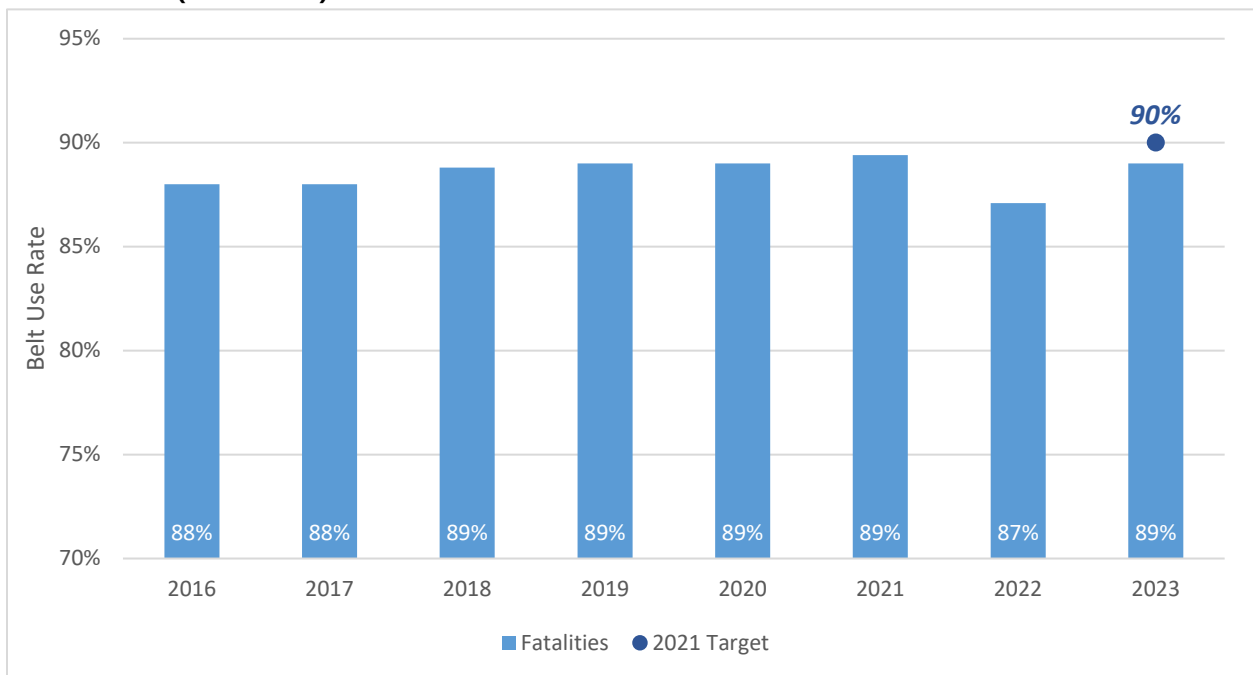
Source: RIDOT/OHS, 2022-2023 and FARS, 2020. 2021 and 2022 numbers as of January 14, 2024.

**Figure 2.11 Bicyclist Fatalities (2016 Baseline to 2023)**



Source: RIDOT/OHS, 2022-2023 and FARS, 2020. 2021 and 2022 numbers as of January 14, 2024. Missing bars indicate that no fatal crashes occurred.

**Figure 2.12 Percent Observed Belt Use for Passenger Vehicles (Front Seat Outboard Occupants (2016-2023))**



Source: RIDOT/OHS, 2023 Seat Belt Use in Rhode Island Report.

## 2.2 Target Summary

Through the FFY 2023 Highway Safety Plan, OHS established several targets to help gauge the success and challenges of the various safety programs and initiatives.

**Table 2.2** summarizes those safety targets, observed performance in 2023 and provides context for challenges or successes the State observed.

### Performance Measure Adjustments

For the upcoming Highway Safety Plan, the following adjustments will inform the approach to funding and taking on grant activities for the year FY 2025 to better support meeting these targets.

#### › Unrestrained Fatalities Counterstrategies

- In 2025 we will continue to support law enforcement municipalities efforts and award grant funds towards seatbelt details to ensure better restraint usage across the state
- In 2025 we will continue to disseminate Click It or Ticket campaign information and dates to both law enforcement and community-based organizations to better spread the message on the importance of seatbelt usage
- In 2024 and going forward, we will continue our new pilot program that distributes Child Safety Seats to qualifying agencies with CPST's that are able to deliver CPS education to their communities and help families in need.
- In 2024 we will strive to gain contacts at South County Hospital and Kent Hospital that would allow us to certify at least one of the discharge staff at Labor and Delivery Units as CPST's.
- In 2025, we will endeavor to ensure that there is a certified Child Passenger Safety Technician at every Law Enforcement Municipality in the state. We currently have 32 out of 38 agencies with CPST's.

#### › Motorcycle Fatalities Counterstrategies

- Once again motorcycle fatalities continued to be a challenge in 2023. Approximately 23% of the total fatalities were motorcyclists and approximately 69% of those were not wearing a helmet.
- To date 16 fatal crashes involved motorcyclists in 2023. Despite our continued motorcycle safety media and educational efforts including the ongoing availability of advanced training opportunities, motorcycle safety remains a challenge.
- Quarterly meetings have been held and will continue into FFY2025 to develop additional projects/programs to enhance the motorcycle safety efforts and outcomes. Participants have included the motorcycle training staff of CCRI, motorcycle training programs, legislators, DMV,



OHS, RI Motorcycle Association, advocates, RI Army National Guard, MADD, RI Municipal Police Academy, law enforcement and EMS.

- MADD is currently working on the development of a media outreach project.
- For the FFY2025 HSP, OHS will continue to search for additional partners to raise their hands to spearhead direct involvement with projects and or programs targeting motorcycle safety efforts. Emphasis will be placed on ensuring diversity and equity in any of these efforts. Quarterly motorcycle safety advisory committee meetings will continue.

› **Pedestrian Fatalities Counterstrategies**

- In 2024 and going forward we will provide more trainings for Law Enforcement to become qualified to conduct Pedestrian and Bicycle enforcement operations
- In 2024 and going forward, the OHS will ensure that each law enforcement agency has used correct problem identification when determining where to conduct Pedestrian Enforcement operations in their communities. We will discuss this at both required Monitoring Visits.
- In 2024 and going forward, we will continue to support pedestrian and bicycle safety focused community programs through partnership and grant funds.
- In 2025 we will attempt to expand our in-school Rhode to Bicycle Safety program to even more schools and communities across the state
- In 2025 we will attempt to create new partnerships at homeless shelters across Rhode Island to deliver Pedestrian Safety Education to at risk populations.

**Table 2.2 FY2022 - FY2023 Target Summary**

Performance Measure	Assessment of Results in Achieving Performance Targets for FY23 and FY22								
	FY 2023					FY 2022			
	Target Period	Target Year(s)	Target Value FY23 HSP	Data Source/ Progress Results*	FY23 Target On-Track: Y/N*	Target Value FY22 HSP	Target Year(s)	Data Source/ FY22 Final Result	Met FY22 Target Y/N
<b>C-1) Total Traffic Fatalities</b>	5 year	2019-2023	63	FARS 62	Y	67	2018-2022	FARS 60	Y
<b>C-2) Serious Injuries in Traffic Crashes</b>	5 year	2019-2023	301	STATE 279	Y	292	2018-2022	STATE 284	Y
<b>C-3) Fatalities/VMT</b>	5 year	2019-2023	0.83	FARS 0.82	Y	0.88	2018-2022	FARS 0.79	Y
For each of the Performance Measures C-4 through C-11, the State should indicate the Target Period which they used in the FY23 HSP.									
<b>C-4) Unrestrained Passenger Vehicle Occupant Fatalities, All Seat Positions</b>	5 year	2019-2023	17	FARS 20	N	19	2018-2022	FARS 17	Y
<b>C-5) Alcohol-Impaired Driving Fatalities</b>	5 year	2019-2023	24	FARS 20	Y	25	2018-2022	FARS 22	Y
<b>C-6) Speeding-Related Fatalities</b>	5 year	2019-2023	29	FARS 27	Y	34	2018-2022	FARS 27	Y
<b>C-7) Motorcyclist Fatalities (FARS)</b>	5 year	2019-2023	14	FARS 13	Y	13	2018-2022	FARS 14	N
<b>C-8) Unhelmeted Motorcyclist Fatalities</b>	5 year	2019-2023	6	FARS 7	N	7	2018-2022	FARS 8	N
<b>C-9) Drivers Age 20 or Younger Involved in Fatal Crashes</b>	5 year	2019-2023	7	FARS 5	Y	8	2018-2022	FARS 5	Y
<b>C-10) Pedestrian Fatalities</b>	5 year	2019-2023	12	FARS 10	Y	14	2018-2022	FARS 9	Y

Assessment of Results in Achieving Performance Targets for FY23 and FY22									
Performance Measure	FY 2023					FY 2022			
	Target Period	Target Year(s)	Target Value FY23 HSP	Data Source/ Progress Results*	FY23 Target On-Track: Y/N*	Target Value FY22 HSP	Target Year(s)	Data Source/ FY22 Final Result	Met FY22 Target Y/N
<b>C-11) Bicyclist Fatalities</b>	5 year	2019-2023	1	FARS 1	Y	1	2018-2022	FARS 1	Y
<b>B-1) Observed Seat Belt Use for Passenger Vehicles, Front Seat Outboard Occupants (State Survey)</b>	Annual	2023	90%	State survey 89.1%	N	90%	2022	State survey 87.1%	N
Performance Measures below were identified by the State based on historic fatality trends.									
<b>Occupant Protection: Observed Seat Belt Use among Pickup Truck Drivers</b>	Annual	2023	80%	State Survey 81%	Y	80%	2022	State Survey 75%	N
<b>Occupant Protection: Perception of being ticketed</b>	Annual	2023	45%	State Survey 33%	N	47%	2022	State Survey 35%	N
<b>Occupant Protection: Increase Awareness of "Click It or Ticket" slogan</b>	Annual	2023	92%	State Survey 89%	N	92%	2022	State Survey 86%	N
<b>Traffic Records: Number of systems that access State EMS data</b>	Annual	2023	9	8 TRSP	N	9	2022	8 TRSP	N
<b>Impaired Driving: Increase Perception of Being Arrested after Drinking and Driving</b>	Annual	2023	60%	State Survey 51%	N	60%	2022	State Survey 47%	N
<b>Impaired Driving: Increase Recognition of DSoGPO</b>	Annual	2023	65%	State Survey 62%	N	65%	2022	State Survey 60%	N

Assessment of Results in Achieving Performance Targets for FY23 and FY22									
Performance Measure	FY 2023					FY 2022			
	Target Period	Target Year(s)	Target Value FY23 HSP	Data Source/ Progress Results*	FY23 Target On-Track: Y/N*	Target Value FY22 HSP	Target Year(s)	Data Source/ FY22 Final Result	Met FY22 Target Y/N
<b>Distracted Driving: Percent who Never Talk on a Handheld Device while Driving</b>	Annual	2023	75%	State Survey 55%	N	50%	2022	State Survey 56%	Y
<b>Pedestrians/Bicycles: Pedestrian Fatalities Testing Positive for Blood Alcohol</b>	Annual	2023	2	State N/D	-	1.7	2022	State N/D	-

\* Current year target tracking based on data up to January 17, 2024 for fatalities and January 8, 2024 for serious injuries.  
 2022 and 2023 data are preliminary.  
 N/D Data not currently available.

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# 3

## Program Areas

The program performance targets and measures, and projects identified for the ten program areas addressed in the FFY 2023 HSP are described in this section.

### 3.1 Occupant Protection

#### Problem Statement

Lack of restraint use continues to be a significant contributing factor in Rhode Island’s crash fatalities and serious injuries. Fatalities resulting from crashes where restraints were not used accounted for approximately 34 percent of the total fatalities in 2023. The number of unrestrained fatalities in 2023 increased to 25, comparable to the increase in overall fatalities.

#### Performance Measures and Targets

**Table 3.1** summarizes the occupant protection performance measures and targets identified in the 2023 HSP. The performance measures show that unrestrained fatalities have increased in number, but maintained the same proportion of total fatalities in 2023. Identifying opportunities to increase awareness of restraint use and perceptions of being ticketed will continue this trend. Rhode Island will continue to reinforce its awareness campaigns and enforcement efforts to help drive numbers toward improved performance.

**Table 3.1 Occupant Protection Performance Measures**

<b>Performance Targets</b>	<b>Performance Update</b>
Reduce the five-year average unrestrained occupant fatalities below 17 (2019 to 2023 average) by December 31, 2023.	Number of unrestrained fatalities increased in 2023 comparable to overall fatalities. This resulted in a five-year average of 20.
Increase observed seat belt use from 89.4 percent in 2021 to 90 percent by 2023.	Belt use in 2023 was 89.1%.
Increase safety belt use among pickup truck drivers, as measured by observations, from 79 percent in 2021 to 80 percent in 2023.	Percent of pickup truck drivers observed using seat belts. In 2023, there was an 81 percent observance rate.
Increase perception of being ticketed for failure to wear safety belts "always" or "nearly always" from 33 percent in 2021 to 45 percent in 2023.	The perception of being ticketed for failure to wear seat belts "always" or "nearly always" was 33 percent in 2023.
Increase awareness of "Click It or Ticket" slogan from 84.0 percent in 2021 to 92 percent in 2023.	Drivers aware of "Click It or Ticket" slogan was 89 percent in 2023.

## Planned Activities and Funding

The 2023 HSP identified 5 occupant protection projects to address the above performance measures, make progress toward the targets, and toward the targets for reducing fatalities, fatality rate, and serious injuries. **Table 3.2** lists the 5 projects; the relevant performance measures; the Funds Approved to each project; and the project status.

**Table 3.2 FFY2023 Occupant Protection**

Activity Number	Activity	Funding Granted	Funds Expended	Project Status
<b>M8*OP-23-01</b>	Genesis OP for Diverse Families	\$24,895.09	\$24,895.09	Complete
<b>402OP-23-08</b>	Rollover Simulator Demonstrations	\$10,981.30	\$5,363.10	Complete
<b>M2PE-23-01</b> <b>M2PE-23-03</b>	RI Hospital Child Passenger Safety in Rhode Island	\$139,000.00 (405B Low)	\$1,114.83 (405B Low) \$137,848.48 (405B Low)	Complete
<b>FDL*SA-23-03</b>	State Seatbelt DMV Intercept Survey	\$7,400.00	\$7,400.00	Complete
<b>FDL*SA-23-04</b>	State Seatbelt Observational Surveys	\$92,500.00	\$92,500.00	Complete

## Project Descriptions

Occupant Protection continues to be an issue in Rhode Island yet data limitations present challenges to mitigating the issue. In FFY 2023 OHS pursued five Occupant Protection projects to help meet the performance targets.

The following are descriptions of the Occupant Protection projects, including the project title and outcome of the project over the 2023 fiscal year.

### **NHTSA M8\*OP-23-01: Genesis OP for Diverse Families**

**Subrecipient:** Genesis Center

Funding Source	Funds Granted	Funds Expended	Project Status
<b>Section 405E</b>	\$24,895.09	\$24,895.09	Complete

### **Description:**

The Genesis Centers goals for FY23 were as follows:

1. Increase seat belt use and knowledge of seat belt laws by 20% for 380 adults.
2. Increase car seat usage habits by 30% among 55 parents with at least one child aged 5 or younger.



**Performance:**

Two metrics were utilized to weigh the effectiveness of the first goal, surveys and social media views. Genesis Center surveyed 138 individual community members and also reached more than 3300 followers of their social media with informative safety videos in both English and Spanish. While there is no way of knowing for sure exactly how much awareness was raised and in exactly how many instances (due to possible repeat viewings), We believe it is fair to assert that having that many views would constitute at least the 142 individuals needed to make up the difference. And if at least 142 people viewed at least one of the videos we posted, it is almost certain to say that their awareness was increased.

For goal number 2, Genesis distributed 70 car seats or booster seats in FFY23. All of these recipients also took a general knowledge survey before they received the car seat and were given a brief explanation of laws and safe practices by the departments that served them. according to our general knowledge survey results, many respondents were unclear on the finer points of the law (i.e. how old a child must be to sit in the front passenger seat, how old/tall/heavy a child must be in order to no longer use a car seat). After watching a presentation and receiving instruction/correction, over 95% indicated they understood. Therefore, the goal was deemed to be met.

**NHTSA 402OP-23-08: Rollover Simulator Demonstrations**

**Subrecipient:** Rhode Island State Police

Funding Source	Funds Granted	Funds Expended	Project Status
<b>Section 402OP</b>	\$10,981.30	\$5,363.10	Complete

**Description:**

OHS will work with RISP to promote and conduct Rollover Simulator demonstrations in as many locations as possible in FFY2023 (with a warranted size audience). For each demonstration, two trained troopers are required to operate the Simulator. These demonstrations present a graphic depiction, without the risk on human life, of the consequences of not properly wearing a seat belt while inside a motor vehicle that has been involved in a crash. For each detail – two Troopers are assigned, no exceptions. The Planning and Research Unit requires one Rollover Check Sheet be completed for each detail by assigned Troopers. This check sheet includes mechanic/operative checks before, during, and after the event. These steps are clearly labeled to ensure proper care and maintenance of the simulator.

**Performance:**

The Rollover Simulator, housed and utilized by the Rhode Island State Police, continued to hold safety demonstrations during the 2023 Federal Fiscal Year. A total of 11 demonstrations were held at safety events during October, May, June, July, August, and September in FFY23. These demonstrations continue to educate the community at various events across the state on the importance of wearing a seat belt to avoid serious injuries or fatalities while operating or riding in a motor vehicle. The Office on Highway Safety looks forward to the RISP using this impactful piece of educational safety equipment even more during FFY2024.

**NHTSA M2PE-23-01/ NHTSA M2PE-23-03:** RI Hospital Child Passenger Safety in Rhode Island  
**Subrecipient:** Injury Prevention Center/RI Hospital

Funding Source	Funds Granted	Funds Expended	Project Status
<b>Section 405B Low</b>	\$139,000.00	\$138,963.31	Complete
	(Amendment 1)		

**Description:**

The Injury Prevention Center at Rhode Island Hospital has housed Safe Kids RI since 2008. Safe Kids RI is the agency that certifies Child Passenger Safety Technicians across the state of Rhode Island. In this role the IPC also assumed responsibility for all CPS training activities in the state of Rhode Island. They hold CPST certification classes, and renewal classes each year. They have certified over 400 individuals as CPSTs. The IPC has also served as the central resource for technicians to maintain their certification. They organize updates for technicians, so they can earn the continuing education credits (CEUs) needed for renewing their certifications. Representing children and young families across Rhode Island, Safe Kids RI helps represent, and educate families on the proper use of Child Passenger Seats to prevent injury and misuse across the state. In FY23, Rhode Island Hospital's Child Passenger Safety Training program is back on track and under new leadership with a new Program Coordinator.

**Performance:**

The Office on Highway Safety continued to support the Safe Kids Rhode Island program housed at the Injury Prevention Center in Providence, a division of Rhode Island Hospital. The program's primary focus is to deliver education statewide to communities on Child Passenger Safety and to be the states central repository for all Child Passenger Safety Technician training. Fiscal year 2023 was a successful one in adding many new CPST's to the state. During 2023, 3 full certification courses were held in October 2022, May 2023, and June 2023. Additionally, 3 recertification courses were held in January 2023, March 2023, and July 2023. A total of 50 technicians were added during this time frame, all coming from various careers including police, EMS, non-profit etc. across the state. The CPS program also conducted 39 seat check/safety events around the state and had 101 seat check appointments completed at the Injury Prevention Center over the 2023 fiscal year. All program funds were successfully spent in FFY 2023. RIDOT looks forward to working with Rhode Island Hospital and the Safe Kids program again in FFY2024, and to help ensure that families continue to stay educated and safe on Rhode Island roadways.

**NHTSA FDL\*SA-23-03/NHTSA FDL\*SA-23-04:** State Seatbelt DMV Intercept Survey & State Seatbelt Observational Surveys

**Subrecipient:** Preusser Research Group, Inc.

Funding Source	Funds Granted	Funds Expended	Project Status
<b>Section 405D Low</b>	\$99,900.00	\$99,900.00	Complete
	(Amendment 14)		

**Description:**

RIDOT continued its contracted partnership with Preusser Research Group (PRG) during the 2023 federal fiscal year. For years now, PRG has been responsible for surveying the entire state in their observational seat belt surveys to obtain the annual seat belt usage rate for drivers and passengers on Rhode Island roadways. They also conduct attitudinal surveys at local RI DMVS, through web and phone as well to

gauge the public's knowledge of seatbelt safety campaigns and their perception of the importance of restraint use.

**Performance:**

In FFY2023, the belt usage rate was determined to be 89.1% which is more than a 2-percentage point increase from 2022 which was 87.1%. This usage rate is determined by surveying 90 different observation sites across the state for 60-minute intervals. In addition to providing the annual belt usage rate through observational surveys, PRG also conducts pre and post attitudinal surveys for "Click It or Ticket" and Impaired Driving at local RI DMV's (Department of Motor Vehicles). Data was collected from approximately 500 respondents in each year (506 in 2022, 501 in 2023). Roughly half of respondents were female (50.5% and 51.1% in 2022 and 2023, respectively), approximately 48 percent were male (47.9% and 48.1% in 2022 and 2023, respectively). The two most reported age categories for respondents were 60+ years old (31.7% and 32.1% in 2022 and 2023, respectively) and 21-34 years old (23.4% in 2022 and 23.6% in 2023). Most respondents described themselves as white (75.5% in 2022 and 77.0% in 2023), followed by African American (6.1% and 5.4% in 2022 and 2023, respectively), and Spanish/Hispanic/Latino (5.9% in 2022 and 5.6% in 2023). Preusser Research Group expended all their awarded contract funds for FY 2023. RIDOT is looking forward to another contract year in FFY24 with PRG and hopes to reach the goal of 90% belt use for the state in the next fiscal year.

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## 3.2 Impaired Driving

### Problem Statement

The 2023 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. 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 2023 HSP.

**Table 3.3 Impaired Driving Performance Measures**

Performance Targets	Performance Update
Reduce the five-year average impaired driving fatalities below 24 (2019 to 2023 average) by December 31, 2023.	Number of impaired driving fatalities is not fully determined for 2023.
Increase perception of being arrested by law enforcement after drinking and driving "always" or "nearly always" from 50.3 percent in 2021 to 60 percent in 2023.	The perception of being arrested for after drinking and driving "always" or "nearly always" was 51 percent in 2023.
Increase recognition of DSoGPO impaired driving enforcement slogan from 61.1 percent in 2021 to 65 percent in 2023.	Drivers who recognize the DSoGPO slogan was 62 percent in 2023.

### Planned Activities and Funding

The 2023 HSP included 10 impaired driving projects to address the above performance measures, make progress toward the targets, and toward the targets for reducing fatalities, fatality rate, and serious injuries. **Table 3.4** contains a list of the ten projects, Funds Approved to each project, and the project status.

**Table 3.4 FFY2023 Impaired Driving**

<b>Activity Number</b>	<b>Activity</b>	<b>Funding Granted</b>	<b>Funds Expended</b>	<b>Project Status</b>
<b>EDU_AL-23-06</b>	Alcohol Survey	\$15,000.00	\$14,800.00	Complete
<b>EDU_AL-23-09</b> <b>402OP-23-03</b> <b>402PT-23-07</b> <b>402DD-23-06</b>	Work Zone Safety Awareness Campaign	\$30,000.00 (164) \$20,000.00 (402OP) \$100,000.00 (402PT) \$10,000.00 (402DD)	\$0.00 (164) \$0.00 (402OP) \$0.00 (402PT) \$0.00 (402DD)	Incomplete
<b>FDLDATR-23-04</b>	Community Conversation	\$60,000.00	\$42,528.29	Complete
<b>FDLBAC-23-02</b>	RI Department of Health Forensic Toxicologist (TSRFT) and Preliminary Breath Testing	\$350,000.00	\$344,158.62	Complete
<b>FDLDATR-23-01</b>	Judicial Training	\$100,000.00	\$0.00	Incomplete
<b>164AL-23-02</b> <b>ENF_AL-23-02</b>	State Agencies (RISP) Impaired Driving Traffic Safety Unit Alcohol Related Enforcement	\$1,638,653.53 (164)	\$1,078,965.51 (164) \$549,830.35 (164)	Complete
<b>EDU_DG-23-03</b>	Mid-Range DUI Coalition	\$200,000.00	\$72,195.85	Complete
<b>NLET_AL-23-05</b> <b>402PT-23-05</b> <b>402DD-23-04</b>	RIPCA Safety Partnership Program	\$40,000.00 (164) \$40,000.00 (402PT) \$40,000.00 (402DD)	\$22,848.89 (164) \$22,850.91 (402PT) \$22,848.98 (402DD)	Complete
<b>LET_AL-23-04</b> <b>FDLHVE-23-02</b> <b>402SA-23-06</b> <b>M9X-23-01</b> <b>FHTR-23-01</b>	RIMPA State Agencies Law Enforcement Highway Safety Training Coordinator (LEHSTC) & Training	\$200,000.00 (164) \$100,00.00 (405D Low) \$75,000.00 (402SA) \$35,355.37 (405F) \$21,000.00 (405H)	\$169,649.54 (164) \$11,367.39 (405D Low) \$18,871.47 (402SA) \$0.00 (405F) \$7,591.32 (405H)	Complete
<b>FDLCS-23-01</b>	State Agencies (AG)– Traffic Safety Resource Prosecutor (TSRP)	\$262,548.00	\$109,335.25	Complete

### Project Descriptions

The following are descriptions of the impaired driving projects, including the project title and outcome of the project over the 2023 fiscal year.

**NHTSA EDU\_AL-23-06: Alcohol Survey****Subrecipient:** Preusser Research Group, Inc.

Funding Source	Funds Granted	Funds Expended	Project Status
<b>Section 164</b>	\$15,000.00	\$14,800.00	Complete

**Description:**

OHS will facilitate a survey, targeting the general public, which will effectively gauge the level of risk of arrest for Driving Under the Influence of Alcohol that persons perceive while using the State's roadways. This survey will be created using a scientific approach by a reputable company experienced in polling and conducting surveys. This survey will help OHS in planning a strategic plan to address the public's perception and alleviate any fears or concerns that are not based upon data or statistics.

Survey locations will be at DMV offices in Cranston, Woonsocket and Middletown with pre-surveys taking place in late-July 2022 and post surveys in early September 2022, to align with the State's mandatory participation in the national "Drive Sober or Get Pulled Over" national Labor Day HVE Mobilization.

**Performance:**

See performance from CIOT DMV and Observational surveys.

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**NHTSA EDU\_AL-23-09/NHTSA 402OP-23-03/NHTSA 402PT-23-07/NHTSA 402DD-23-06: Work Zone Safety Awareness Campaign**
**Subrecipient:** TBD

Funding Source	Funds Granted	Funds Expended	Project Status
<b>Section 164</b>	\$30,000.00	\$0.00	Incomplete
<b>Section 402OP</b>	\$20,000.00	\$0.00	
<b>Section 402PT</b>	\$100,000.00	\$0.00	
<b>Section 402DD</b>	\$10,000.00	\$0.00	

**Description:**

This activity is needed to address recent increases in the number of crashes occurring within a work zone. **2017:** 588, **2018:** 527, **2019:** 900, **2020:** 904. Rhode Island also had 5 fatal crashes that occurred in work zones in 2020.

One of Rhode Island's Department of Transportation staff was severely injured by an impaired driver last year. Although RIDOT supports and implements safety plans and training for all workers associated with road safety construction sites, driving behavior continues to threaten all work zone safety staff. This program is two-fold.

One part is an educational module created with one of the state's unique charter schools, The New England Laborer's Construction Career Academy. The school has a 10-week work zone safety module which stresses dangerous driving behavior. The school has agreed to allow us to share our NHTSA safety knowledge with the students training for careers in construction. This module will provide important information to help these.

Second, we'll be creating a Work Zone safety poster media competition for the general public. This program is intended to reach both students studying road construction and general public. Although we have a move over law many people do not understand the law or its intention. This program will expand education on this topic. The created media earned and paid will help us with our educational efforts on a

larger scale. We will coordinate with venues to highlight the messages and spread the awareness of work zone safety.

**Performance:**

This project was unable to be completed due to limited staff and resources.

**NHTSA FLDATR-23-04:** Community Conversation

**Subrecipient:** Tori Lynn Androozzi Foundation

Funding Source	Funds Granted	Funds Expended	Project Status
Section 405D Low	\$60,000.00	\$42,528.29	Complete

**Description:**

The Tori Lynn Androozzi Foundation’s goal was to host a series of community forums where victims, highway safety professionals, legislators, prevention specialists, prosecutors, members of law enforcement, and the general public can discuss ways to make the roadways in Rhode Island safer by eliminating impaired driving.

**Performance:**

This objective was met through providing 6 community forums. This project proposed bringing all involved parties together so that common sense solutions to this lingering menace of an issue can be reduced or hopefully eliminated once and for all. All of the Community Conversations included stakeholders intricately involved in a range of professions from law enforcement, prosecution, medical intervention and highway safety all familiar with the magnitude of the problem, the process and the impact of impaired driving.

Also included on each panel was a prevention specialist to share resources and solutions. The final speaker in each Community Conversation was someone all too familiar with the consequences of impaired driving.

By sharing their story, attendees were able to hear first hand the devastating and lasting effects of a poor choice. This project is intended to be statewide and to be convenient for all residents of the state to be able to have a community conversation in close proximity to their community. Community Conversations were held in a town hall in Bristol County, three community centers in South and Kent Counties, and two high school auditoriums in Providence and Kent Counties.

**NHTSA FDLBAC-23-02:** RI Department of Health Forensic Toxicologist (TSRFT) and Preliminary Breath Testing

**Subrecipient:** RI Department of Health Toxicology Lab

Funding Source	Funds Granted	Funds Expended	Project Status
<b>Section 405D Low</b>	\$350,000.00	\$344,158.62	Complete

**Description:**

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.

This project supports overtime in HEALTH’s Forensics Unit, the BATmobile deployments and 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 to conduct associated tasks that arise with the implementation of these instruments. The Sr. Lab Technician position was a completely new position funded solely by federal monies. This was never a state funded position. This FTE provides monthly data on breath alcohol cases from the 9000 units as part of the reporting module within the program. He maintains all PBT’s for the federally funded DRE program and plays a critical role in transitioning the entire state to the new units purchased by federal funding. The lab technician duties are to implement, certify, and maintain monthly certification on the Intoxilyzer 9000 and PBT’s, all purchased solely with federal funds.

**Performance:**

- › GOAL: Maintain turnaround times for DUI reporting at less than 20 days.
- › NOT MET: Turnaround time for DUI reporting was 22 days. Staff turnover and training resulted in slightly delayed workflows; however, reporting was still achieved below the required 30 days.
- › GOAL: Maintain outsourcing rate at less than 1 percent for Law Enforcement cases.
- › NOT MET: 1.2 percent outsourcing rate (2/165 cases sent to NMS).
- › GOAL: Report Law Enforcement monthly data, including drugs and metabolites to OHS and expand the drug panels through additional validation.
- › MET: Report was completed monthly, and expansions are ongoing. (Staff turnover has delayed the validation process as new staff is trained on the existing methodology.)

**NHTSA FDLDATR-23-01:** Judicial Training

**Subrecipient:** TBD

Funding Source	Funds Granted	Funds Expended	Project Status
<b>Section 405D Low</b>	\$100,000.00	\$0.00	Incomplete

**Description:**

Members of the Judiciary will be provided training focused on the effectiveness of Standardized Field Sobriety Testing and the Drug Recognition Expert Program. There have been many other states which have taken Judicial Notice regarding these two programs which law enforcement uses and it is necessary to educate the judiciary on just how effective they are in identifying impaired drivers. These programs are excellent at identifying both alcohol and drug impaired drivers and use a good amount of science. To accomplish this task a multimedia presentation will be produced by Highway Safety Professionals, and Law Enforcement Officers, showing the effectiveness of the SFST and DRE programs.



A summit will be conducted utilizing subject matter experts to include other Judges and Medical Doctors. Several sessions will be conducted throughout the fiscal year to ensure all relevant members of the judiciary have an opportunity to partake in this educational undertaking. Our goal is to train twelve judges who work with those whose dangerous driving behaviors impact the safety of all road users.

**Performance:**

Although we have initiated several strong conversations with our judicial branches regarding possible policy and protocol practices, we have not made strong inroads into strong judicial training efforts. We are hoping that a new regional JOL would assist us with this endeavor.

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**NHTSA 164AL-23-02/NHTSA ENF\_AL-23-02: State Agencies (RISP) Impaired Driving Traffic Safety Unit Alcohol Related Enforcement**

**Subrecipient:** Rhode Island State Police

Funding Source	Funds Granted	Funds Expended	Project Status
<b>Section 164</b>	\$1,638,653.53	\$1,628,795.86	Complete

**Description:**

OHS will fund implementation of specific impaired driving enforcement patrols by the Rhode Island State Police’s “Traffic safety unit”. This unit will be staffed by four (4) Troopers and one (1) patrol Sergeant and will use a data driven approach to target alcohol impaired drivers on the roadways of Rhode Island in an attempt to reduce alcohol related crashes. Patrols will be deployed to “hot spot” locations based upon data to maximize the general and specific deterrent effect. Operational members of this unit are SFST & ARIDE certified and several members are also drug recognition experts.

This unit is overseen by a Captain who analyzes data and adjusts unit deployment accordingly with the latest data, an administrative sergeant who serves as a liaison between the Rhode Island State Police and the Office on Highway Safety and manages all aspects of this project, a prosecution officer to handle all arraignments related to arrests, an impaired driving coordinator who ensures certifications are maintained and equipment such as breathalyzers, PBT’s and blood kits are kept operational, and crash reconstruction unit investigators who investigate and reconstruct alcohol related crashes involving serious bodily injury and deaths.

**Performance:**

- > 12,715 enforcement hours
- > 4451 contacts
- > 1275 Warnings
- > 1309 Speeding violations
- > 199 Seat belt violations
- > 116 Distracted violations
- > 733 SFST’s
- > 379 DUI Arrests
- > 1 DRE Evaluation
- > 209 “Other” arrests

**NHTSA EDU\_DG-23-03: Mid-Range DUI Coalition****Subrecipient:** Rhode Island State Police Chiefs' Association

Funding Source	Funds Granted	Funds Expended	Project Status
<b>Section 164</b>	\$200,000.00	\$72,195.85	Complete

**Description:**

Alcohol-related crashes comprise a large percentage of the State's total crash fatalities and serious injuries. Rhode Island has been above the national average for the past five (5) years. In 2020, 33 percent of all fatalities in Rhode Island were alcohol-related, compared to 30 percent nationally. Rhode Island's percentage of alcohol-related fatalities remains a serious highway safety problem. After being deemed a "mid-range impaired driving state" the RI Police Chiefs Assn has agreed to lead a statewide impaired driving coalition to respond to this problem. The Rhode Island Impaired Driving Coalition will be chartered as a subcommittee of the Rhode Island Traffic Safety Coalition (RITSC). Since its inception in 2007, the Traffic Safety Coalition has monitored Rhode Island's impaired driving environment and offered recommendations for improvements. A half time contractor will be tasked with creating and strengthening ongoing impaired driving programs that are developed by multiple stakeholders. This task force will work to implement an already developed and approved strategic plan which details specific tasks, goals and objectives focused on decreasing the incidences of impaired driving in RI. The coalition will work to increase positive influences via social media efforts developed by the coalition's diverse membership. Although the coalition will be hosted by the RIPCA it will work to increase efforts beyond enforcement to increase an equity model supported by state and community leaders. It has been agreed that messaging and programs created and tracked will include outreach in Spanish. Leveraging the approved plan, dedicated and knowledgeable members will serve to reinvigorate impaired driving efforts. In FFY 2022 RI legalized possession, recreational use, and sales of cannabis . It is called the "Rhode Island Cannabis Act". The coalition will be an important vehicle that steers our efforts to prevention and treatment practices when dealing with our state's challenges with impaired driving including drugged driving. The coalition will be "branded" and created as an all-inclusive group of dedicated safety advocates who advance and articulate their efforts based on data, plans, and available resources. The coalition is RI's opportunity to increase our influence based on proven impaired driving countermeasures.

**Performance:**

A total of 32 community presentations (workshops/courses) were scheduled between January 1 and September 30, 2023. A total of 283 community members were present at the workshops with an additional 125 participating virtually (408 in total). Quarterly meetings were held with the task force and monthly presentation were made in most communities across the state. These presentations were educationally based and also offered opportunities for questions having to do with RI's newly legalized marijuana law.

500 educational program brochures were purchased and were distributed to participants at community presentations. Messaging was consistent with the national and local impaired driving programs. "Do you know your limit? Impaired Driving is 100% Preventable." The distributed brochure also discussed "How to prevent impaired driving", "How to protect friends", "Hosting a party? How to be a responsible host", and reviewed "Driving while intoxicated has consequences. "Even one drink can be too much, think before you drink." Brochure messaging also included the Mission Statement of the Rhode Island Impaired Driving Engagement Council.

Overall objectives of Rhode Island's Impaired Driving Engagement Council that the task force met:

It identified specific impaired-driving problems in the state. Office on Highway Safety Program managers/staff attend all meetings of the council and review any specific impaired-driving problems that

have resulted in the previous quarter. It made recommendations to reduce impaired driving in the state. Council (IDEC) meeting agendas encouraged and facilitated discussions and recommendations to reduce impaired driving in the state. The council also identified and overcome obstacles impeding effective countermeasures in the State. Effective countermeasures are regularly discussed but there has been no resolution to totally overcome obstacles to date. That challenge continues. One example of an obstacle is that Rhode Island law enforcement cannot conduct roadside sobriety checkpoints as a result of decades long interpretation by the RI Supreme Court. Provided a network of communications and cooperation among the various stakeholders. Council ((DEC) members are comprised of various stakeholders across the state. Participation of stakeholders in quarterly meetings is very high and participation of these stakeholders in other statewide initiatives to combat the incidence of impaired/intoxicated driving is also very high. Examined and then adopted vision ZERO preferred and do-able measures as decided by Council members and RIPCA leadership. The Council (IDEC) members are very engaged with the stated mission and objectives and continue to meet quarterly and as needed. The goals of each meeting of the Council is as follows.1. Meetings will have a clear purpose. All meetings are structured and designed with a purpose.2. An agenda will be created and distributed in advance of the meeting. Agendas are prepared and are distributed in advance of meetings. 3. Meetings will end with a clear plan of action by which to move forward. All meeting discussions include input from Council members and direction.4. Meetings will end with a 15-minute wrap up to summarize the issues and resolutions and what actions need to be accomplished with a completion deadline. All Council meetings are designed to obtain input from members on what is working based on their experience. We are moving forward.

**NHTSA NLET\_AL-23-05/NHTSA 402PT-23-05/NHTSA 402DD-23-04: RIPCA Safety Partnership Program**

**Subrecipient:** Rhode Island Police Chiefs Association (RIPCA)

Funding Source	Funds Granted	Funds Expended	Project Status
<b>Section 164</b>	\$40,000.00	\$22,848.89	Complete
<b>Section 402PT</b>	\$40,000.00	\$22,850.91	
<b>Section 402DD</b>	\$40,000.00	\$22,848.98	

**Description:**

There is increasing need for statewide law enforcement executive oversight of Highway Safety funds in order to promote more efficient and effective use of them in every municipality to maintain consistent law enforcement efforts and introduce information and training opportunities targeting highway safety initiatives. Promoting that at the Chiefs’ level will elevate it to priority status. RIDOT is dependent upon all police departments in the state to submit specific data for RIDOT to give accurate statistical information to NHTSA which in turn justifies the request for future funding within the state. Many times, the data transfers depend on department leadership priorities. The RIPCA will encourage priority of data collection at an Executive Level.

The partnership between RIPCA and RIDOT/OHS is currently being handled by individuals at local levels as well as through the Executive Board at RIPCA. RIPCA has recognized that full-time chiefs do not have the time necessary to handle these issues on a statewide basis. RIDOT/OHS will partner with RIPCA on other traffic safety initiatives to include distracted driving and dangerous speeding behavior.

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 (i.e., DEM). The RIPCA will also lead a media

effort on behalf of all RI police agencies. They will contract with a local media expert company approved by the State. This media expert will offer police agencies assistance in creating traffic safety media releases to local and state media outlets. These media experts will also assist designated police agencies who volunteer their agency as the lead hosts of one of our Traffic Safety campaigns which support law enforcement mobilization campaigns. This project supports a portion of the salary of the RI Police Chiefs Executive Director's salary. Any media assistance 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.

**Performance:**

Deliverables from the Rhode Island Police Chiefs Association. Many were completed and many are ongoing initiatives.

- › The RIPCA assumed the media lead for emphasis area enforcement campaigns which local police agencies volunteered to host 4 times per year. They sought and gained volunteers from police agencies who hosted media events for emphasis area highway safety campaigns.
- › In conjunction with the Highway Safety Office they assisted in preparing press/media announcements and packets for traffic safety events and programs.
- › Chief Wordell attended Traffic Safety Coalition monthly meetings and provided monthly traffic safety.
- › The RIPCA offered legislative updates to Chief Abbate on topics related to traffic safety issues and changes to existing laws.
- › Developed and delivered an in-service training to present to newly sworn-in police chiefs highlighting the working activities of the Highway Safety Office and traffic safety in general. OHS assisted and presented during the orientation.
- › The RIPCA continues to promote the Drug Recognition Expert Program to include soliciting › Chiefs/Colonels for officers to become certified and maintain certification.
- › Working with the Highway Safety Office and the LEL to coordinate a Law Enforcement Chiefs Forum to discuss, RIPTIDE grants, equity, DDACTS, and general law enforcement traffic safety concerns.
- › Creating collaborative efforts with the Attorney General's Office, the Department of Health, Highway Safety Office, and URI's crime lab in the preparation and implementation of a green lab for law enforcement.
- › Assisting the Office on Highway Safety in planning and implementing a schedule for police departments to accept the BAT Vehicle for impaired driving enforcement.
- › Assisting the Office on Highway Safety in developing a working relationship with the courts to gain access to timely data, to include but not limited to, year-end totals of refusals, totals of violations in certain emphasis areas (speeding, texting, move over, etc.)
- › Assisting the Highway Safety Office in developing a method to deliver training to the judicial branch. Discussions are ongoing.
- › Assisting the Highway Safety Office and DRE Coordinator in developing a call-out system for the DRE program.
- › The RIPCA oversees the RI mid range DUI engagement council.

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**NHTSA LET\_AL-23-04/NHTSA FDLHVE-23-02/NHTSA 402SA-23-06/NHTSA M9X-23-01/NHTSA FHTR-23-01: RIMPA State Agencies Law Enforcement Highway Safety Training Coordinator (LEHSTC)**

& Training

**Subrecipient:** Rhode Island Municipal Police Academy

Funding Source	Funds Granted	Funds Expended	Project Status
<b>Section 164</b>	\$200,000.00	\$169,649.54	Complete
<b>Section 405D Low</b>	\$100,00.00	\$11,367.39	
<b>Section 402SA</b>	\$75,000.00	\$18,871.47	
<b>Section 405F</b>	\$35,355.37	\$0.00	
<b>Section 405H</b>	\$21,000.00	\$7,591.32	

**Description:**

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. DRE duties will include maintaining certifications for 72+ DRE's as well as planned training for DRE, SFST, and ARIDE courses, to include instructions on alcohol/drug blocks at the recruit level training at all Rhode Island police academies; Rhode Island Municipal Police Training Academy, Providence Police, and Rhode Island State Police. The grant period; October 1, 2022 through September 30, 2023 will include additional duties as the Rhode Island DRE Coordinator as well Rhode Island's SFST Coordinator and will account for an additional percentage of the LEHSTC's total time.

The primary responsibility of the LEHSTC is taking the lead role in promoting highway safety programs to the local cities and towns in Rhode Island through training and other duties as determine by the OHS. The LEHSTC will accomplish these duties and responsibilities through day to day contact with all municipalities as well as act as the highway safety contact with the Rhode Island Chiefs of Police and other state safety advocates.

**Performance:**

The LEHTSC grant paid the salary for Richard T. Sullivan. Instructors were paid during certain impaired driving training sessions, Drug Recognition Expert, Advanced Roadside Impaired Driving Enforcement, and Standardized Field Sobriety Testing. Work Zone Safety and Mobility training courses were offered for active law enforcement officers, retired law enforcement officers, dispatchers, crossing guards and other first responders. 227 received this training. School Crossing Guards received training in the following communities: Providence, North Providence and East Providence. 145 received this training.

Each of the training sessions the LEHSTC instructed or coordinated included copies of the PowerPoints, handouts, statistical information, manuals, policies and procedures, etc.1. Work Zone Safety training, 227 PowerPoints, policies and procedures associated with the training - cost included copy machine items.2. TOPS - Traffic Occupant Protection Strategies - 160 PowerPoints, policies and procedures made with use of the Academy copy machine.3. Distracted Driving - 45 PowerPoints and copies of laws, policies and procedures made with use of the Academy copy machine.4. ARIDE - 38 manuals printed by Regine Printing in Providence.

At the conclusion of each of the training sessions a survey is distributed to the participants for their comments, suggestions and take aways. The survey is a standard form created by the Municipal Police Academy and used for all trainings. We use the surveys as a tool to add or subtract emphasis we spend on

certain areas of the trainings. It gives the Academy, instructors and program coordinators insight into how the material is being received.

The goals listed within the FFY 2023 grant cycle included an increase in trainings. We planned for a DRE School for 16 officers but due to low enrollment the class was postponed until FFY 2024. Our goal was to increase ARIDE classes from 6 to 10, but due to low enrollment we were only able to complete 2 training sessions.

**NHTSA FDLCS-23-01: State Agencies (AG)–Traffic Safety Resource Prosecutor (TSRP)**

**Subrecipient:** Rhode Island Attorney General’s Office

Funding Source	Funds Granted	Funds Expended	Project Status
<b>Section 405D Low</b>	\$262,548.00	\$109,335.25	Complete

**Description:**

OHS will pay 75% of the salary of a prosecuting attorney from the Attorney General’s staff, to serve as the TSRP. The TSRP will:

- › The TSRP will be an active member on the Traffic Safety Coalition and agree to attend monthly meetings. He/She will also be an active participant on several emphasis teams which deal with dangerous driving behavior. His/her presence and participation should be included on the Impaired Driving, Speeding, OP, and Young Driver teams.
- › The TSRP will organize and lead a committee (to include the OHS) to review RI’s Impaired Driving statute in order to create a list of agreed upon statute changes/enhancements.
- › The TSRP will review RI’s social host law and offer recommendations for changes and/or enhancements.
- › The TSRP will obtain and share with OHS data on disposition of arrests for DUI and refusal, calculate conviction rates and compare rates of the AG’s office and municipal solicitors.
- › The TSRP will offer interlock data to include the number of interlocks installed monthly and annually.
- › The TSRP will support and assist in judicial trainings and prosecution trainings in testimony, evidence, and prosecution.
- › The TSRP will continue to train police officers and recruits at annual recertification classes for breathalyzer operators in the area of DUI and Implied Consent Prosecution. The recruit training at will include lecture and mock trail exercises.
- › The TSRP will participate on NHTSA TSRP focused webinars and teleconferences on behalf of the OHS.

**Performance:**

The TSRP implemented all listed deliverables and facilitated 7 DUI related courses with 245 attendees present in total.

### 3.3 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. Since 2017, speed-related fatalities have remained higher than historic with 36 in 2019, up from 20 in 2020. OHS took on one speed-related projects in 2023 to help address this issue. 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 3.5** summarizes the speed-related performance measures and targets identified in the 2023 HSP. The relationship between the individual project and the program area performance measures is described in **Table 3.5**.

**Table 3.5 Speed-related Performance Measures**

Performance Targets	Performance Measures
Reduce the five-year average speed-related fatalities below 30 (2019 to 2023 average) by December 31, 2023.	Number of speed-related fatalities rose slightly comparable to the increase in overall fatalities. This resulted in a five-year average of 27.

#### Planned Activities and Funding

The 2023 HSP identified one project to address the above performance measures, make progress toward the targets, and toward the targets for reducing fatalities, fatality rate, and serious injuries. **Table 3.6** details the project.

**Table 3.6 FFY2023 Speed**

Activity Number	Activity	Funding Granted	Funds Expended	Project Status
<b>FDL*SA-23-02</b>	VMS Message	\$100,000.00 (405D Low)	\$9,250.35 (405D Low)	Complete
<b>M8PE-23-14</b>	Boards and Cloud	\$20,000.00 (405E)	\$20,000.00 (405E)	
<b>EDU_AL-23-08</b>	Services	\$120,000.00 (164)	\$40,000.00 (164)	

#### Project Descriptions

Speeding continues to be an issue in Rhode Island yet data limitations present challenges to mitigating the issue. In FFY 2023 OHS pursued one speed-related project to help meet the performance targets.



The following are descriptions of the speed-related project, including the project title and outcome of the project over the 2023 fiscal year.

**NHTSA FDL\*SA-23-02/NHTSA M8PE-23-14/NHTSA EDU\_AL-23-08: VMS Message Boards and Cloud Services**

**Subrecipient:** All Traffic Solutions

Funding Source	Funds Granted	Funds Expended	Project Status
<b>Section 405D Low</b>	\$100,000.00	\$9,250.35	Complete
<b>Section 405E</b>	\$20,000.00	\$20,000.00	
<b>Section 164</b>	\$120,000.00	\$40,000.00	

**Description:**

From a single portable message sign to an entire traffic safety management system, All Traffic Solutions builds connected solutions to help optimize resources, calm traffic and make roads safer. All their signs are manufactured in the USA in State College, PA and comply with both the Buy America and Buy American acts.

By combining radar feedback with variable messages there is the opportunity to provide drivers with speed feedback, messages specific to vehicle speeds or dedicated highway safety messaging. Cloud-Based Accessibility enhances safety and the ability to manage the sign from anywhere. Change speed limits, messages, and schedules remotely for updating in minutes.

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 other HVE programs funded by OHS with NHTSA monies. Up to 10 cities/towns may be chosen, based on data and those who help coordinate the States’ DUI task force details, for the purchase of new VMS.

Agencies chosen to receive grant funding to purchase Portable Variable Message Boards shall enter into a Memorandum of Agreement with the Office on Highway Safety regarding the effectiveness of messages.

Furthermore, this Memorandum of Understanding will cover the usage of these tools and will make the subrecipient explicitly aware that the usage of these signs is restricted to alcohol related safety messages; Speed enforcement safety messages; seatbelt safety messages; Distracted Driving safety messages; and non-Motorized messaging.

**Performance:**

We did not purchase VMS boards during 2023. All Traffic Solutions provides routine monthly VMS updates to OHS that offer the opportunity for us to review a snapshot of usage. This project provided a full year of cloud services for 69 signs and prorated services during the grant cycle for 3 more. These VMS boards provide us with data in order that the community and the state can retrieve data for problem identification and better location details for officer deployments. Each community is advised to utilize the VMS for specific NHTSA messaging during mobilizations. Many also used the VMS to assist in identifying problem ID locations for HS1 applications.



## 3.4 Motorcycles

### Problem Statement

From 2014 through 2023, unhelmeted motorcyclist fatalities in Rhode Island have fluctuated between a low of 4 in 2016 to a high of 18 in 2018. With a relatively small state and smaller values, there is a high degree of fluctuation in averages.

Overall, there were 16 motorcyclist fatalities in 2023, which is lower than the 18 in 2018, but slightly higher when compared to recent years. This resulted in the five-year average motorcyclist fatalities to be 13. Unhelmeted fatalities five-year average was 7. The performance measures show that motorcyclist and unhelmeted fatalities have increased in number, but maintained a similar proportion of total fatalities in 2023.

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.

In FFY 2023, Motorcycle Public Outreach and Education was not completed. This remains a future priority. The development of targeted materials for riders outside of the Basic Rider Training Class at CCRI will enable us to engage this population.

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 3.7** summarizes the motorcycle performance measures and targets identified in the 2023 HSP. The relationship between the individual projects and the motorcycle performance measures is described in **Table 3.7**.

**Table 3.7 Motorcycle-related Performance Measures**

Performance Targets	Performance Update
Reduce the five-year average motorcyclist fatalities at 14 or below by December 31, 2023.	Number of five-year average motorcycle fatalities was 13.
Reduce the five-year average unhelmeted motorcyclist fatalities at 6 or below by December 31, 2023.	Number of five-year average unhelmeted motorcycle fatalities was 7.

### Planned Activities and Funding

The 2023 HSP identified one motorcycle project to address the above performance measures, make progress toward the targets, and toward the targets for reducing fatalities, fatality rate, and serious injuries. **Table 3.8** lists the project; the relevant performance measures; the Funds Approved to each project; and the project status.

**Table 3.8 FFY2023 Motorcycle**

Activity Number	Activity	Funding Granted	Funds Expended	Project Status
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<b>M9X-23-02</b>	Motorcycle Public Education and Outreach	\$36,000.00	\$0.00	Incomplete
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### Project Descriptions

In FFY 2023 OHS pursued one motorcycle project to help meet the performance targets, however, the project was not completed as described below.

The following is a description of the motorcycle project, including the project title and outcome of the project over the 2023 fiscal year.

**NHTSA M9X-23-02:** Motorcycle Public Education and Outreach

**Subrecipient:** TBD

Funding Source	Funds Granted	Funds Expended	Project Status
<b>Section 405F</b>	\$36,000.00	\$0.00	Incomplete

#### Description:

The funding will be used to increase safety of the rider course itself through an approved vendor purchase of barriers to prohibit the intrusion of other vehicles or obstacles onto the training range.

The State of Rhode Island, Rider Education Program currently uses the Motorcycle Safety Foundation's (MSF) most current Basic Rider Course curriculum for a licensing requirement. The program is operated under the Community College of Rhode Island. All Rangers, Rider Coaches, and trainers are current and in good standing with MSF guidelines. The funding will be used to purchase equipment to increase safety of the rider course itself through an approved vendor.

Barriers, when installed, will prohibit other vehicles or obstacles from entering a portion of the motorcycle training range. This will improve the safety of the participants, instructors and others within the active parking lot of the campus.

#### Performance:

This program will be continued into FFY 2024. CCRI did not have the staff or additional resources to complete this project within this fiscal year. They remain strong partners in Motorcycle safety programs and have promised to increase their educational efforts in FFY 2024.

## 3.5 Young Driver

### Problem Statement

The number of younger driver related fatalities was four in 2023 and three in 2022, maintaining below the spike of 15 in 2017. This helps to drive the five-year average at 5, under the target of 7. 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 2023, they represent six percent of all fatalities.

### Performance Measures and Targets

**Table 3.9** summarizes the younger driver performance measures and targets identified in the 2023 HSP. The relationship between the individual projects and the program area performance measures is described in **Table 3.9**.

**Table 3.9 Younger Driver Performance Measures**

<b>Performance Targets</b>	<b>Performance Update</b>
Reduce the five-year average number of drivers age 20 or younger involved in fatal crashes below 7 (2019 to 2023 average) by December 31, 2023.	Number of young drivers (age 16 to 20) involved in fatalities slightly increased to 4 in 2023, resulting in a five-year average of 5.

### Planned Activities and Funding

The 2023 HSP identified seven projects to address the above performance measures and make progress towards the targets. **Table 3.10** lists the projects, including the relevant performance measures; the Funds Approved to each project; and the project status.

**Table 3.10 FFY2023 Younger Driver**

Activity Number	Activity	Funding Granted	Funds Expended	Project Status
<b>M8*TSP-23-03</b>	Young Voices Keeping Young Drivers Safe	\$37,917.00	\$37,738.32	Complete
<b>M8PE-23-13</b> <b>M8DDLE-23-03</b> <b>402DD-23-05</b>	ThinkFast Interactive High School Education Program	\$50,000.00 (405E) \$50,000.00 (405E) \$50,000.00 (402DD)	\$40,012.50 (405E) \$25,950.01 (405E) \$40,012.49 (402DD)	Complete
<b>FDL*CP-23-01</b>	Youth Risk Behavior Survey	\$9,995.00	\$9,995.00	Complete
<b>M8PE-23-10</b>	RISAS – Youth Driven	\$123,387.00	\$120,739.30	Complete
<b>M8PE-23-07</b>	RIIL RI Interscholastic League – High School Sports Marketing	\$80,300.00	\$80,300.00	Complete
<b>FDLDATR-23-03</b>	CCAP High School Education Program	\$69,000.00	\$69,000.00	Complete
<b>402SA-23-07</b>	TSC Safety Advocate Training	\$50,000.00	\$0.00	Incomplete

### Project Descriptions

In FFY 2023 OHS pursued seven younger driver projects to help meet the performance targets.

The following are descriptions of the younger driver projects, including the project title and outcome of the project over the 2023 fiscal year.

**NHTSA M8\*TSP-23-03:** Young Voices Keeping Young Drivers Safe

**Subrecipient:** Young Voices

Funding Source	Funds Granted	Funds Expended	Project Status
<b>Section 405E</b>	\$37,917.00	\$37,738.32	Complete

#### Description:

Young Voices has been designing and delivering successful youth led highway safety education across Rhode Island since 2006. Programs that they have developed have focused on highway safety emphasis areas including young drivers, distracted driving, and seatbelt safety.

#### Performance:

- › GOAL: Young Voices will recruit a team of no fewer than 10 high school youth and one Youth Project Leader from urban centers in Providence, Pawtucket, and Central Falls to conduct a Road Equity Study from the Fall of 2022 to Spring 2023.
- › MET: Final report has been compiled and finalized.
- › GOAL: Youth will publish a road assessment on the Road Equity Study and deliver it to RIDOT officials by September 2023
- › IN PROGRESS. Young Voices plans to meet with RIDOT officials in October 2023.

- > GOAL: Young Voices will engage at least 60 elementary school students in the Animated PSA and 30-minute workshop across no fewer than 3 meetings in the Spring of 2023.
- > MET. Maison and the Young Voices Program Coordinators successfully scheduled and held three events at Rochambeau Library, JFK Elementary, and Calvary Baptist Church.
- > GOAL: Our animated PSA will receive at least 1,000 unique views on YouTube, Instagram, Twitter, and YV's other social media platforms by September 2023.
- > IN PROGRESS. Animated PSA is uploaded to the official Young Voices YouTube page and has 21 views as of 10/13.

**NHTSA M8PE-23-13/NHTSA M8DDLE-23-03/NHTSA 402DD-23-05:** ThinkFast Interactive High School Education Program

**Subrecipient:** TJohn E. Productions

Funding Source	Funds Granted	Funds Expended	Project Status
<b>Section 405E</b>	\$100,000.00	\$69,962.51	Complete
<b>Section 402DD</b>	\$50,000.00	\$40,012.49	

**Description:**

Throughout the 2023 federal fiscal year, the Rhode Island Department of Transportation’s (RIDOT), Office on Highway Safety (OHS) contracted again with TJohn E Productions, Inc. to support their local efforts in Rhode Island middle and high schools to reduce teen motor vehicle injuries and fatalities. ThinkFast Interactive is an awareness style game show that appeals to all ages with a high-tech production set, mainstream music, an entertaining host, and informative and engaging trivia that is tailored to different highway safety emphasis area. Students are educated during the presentations on various traffic safety areas, including distracted driving, impaired driving, GDL law, speeding and occupant protection.

**Performance:**

ThinkFast Interactive’s program was presented to 20 different school age groups reaching approximately 10,175 young people across 27 high schools, junior highs, middle schools and one community college during the 2023 fiscal year. To ensure quality programming and direct future awareness projects, RIDOT requires evaluation services to obtain measures of effectiveness. All twenty school groups participated in evaluation efforts, completing 3914 pre surveys and 1908 post surveys. The number of presentations during this fiscal year increased significantly compared to FFY2022, with many schools operating on a normal schedule after the COVID19 pandemic. RIDOT’s Office on Highway Safety is excited to work with TJohn E Productions again during the 2024 fiscal year in a new contract to continue enlightening youth on how to be safer drivers and passengers on Rhode Island roadways.

**NHTSA FDL\*CP-23-01: Youth Risk Behavior Survey****Subrecipient:** Rhode Island Department of Health

Funding Source	Funds Granted	Funds Expended	Project Status
<b>Section 405D Low</b>	\$9,995.00	\$9,995.00	Completed

**Description:**

With dedicated funds and input from RIDOT's Office on Highway Safety, the RIDOH YRBS (Youth Risk Behavior Survey) program will include questions on the RI YRBS on riding with a driver who had been using marijuana or driving under the influence of marijuana, texting or emailing while driving and talking on a hands-free cell phone while driving to 25 middle and 25 high school students across the state.

RI's Department of Health will draw random samples of 25 middle schools and 25 high schools statewide in which to conduct the YRBS. Additionally, an oversample of 8 high schools and 6 middle schools in Providence will be conducted. The target audience for the FFY23 YRBS program are middle and high school students across the state of Rhode Island; especially those that are/or will be driving a motor vehicle.

**Performance:**

The total award of \$9,995.00 was spent during the administration of the 2023 Youth Risk Behavior Survey. 8 questions that covered the topics of seatbelt usage, impaired driving, and distracted driving were delivered to participating voluntary middle and high school students. Complete review of data attained from the 2023 survey is still under analyzation by the contractor that administered the survey and the Department of Health. This was a one-time invoice from RIDOH. When final analysis is complete the data will be placed into the Department's NHTSA file and shared with our OHS community partners. The Rhode Island Department of Transportation's OHS looks forward to partnering with RIDOH's YRBS again in FFY2025.

**NHTSA M8PE-23-10: RISAS - Youth Driven****Subrecipient:** Rhode Island Student Assistance Services

Funding Source	Funds Granted	Funds Expended	Project Status
<b>Section 405E</b>	\$123,387.00	\$120,739.30	Complete

**Description:**

Youth Driven is a Youth Leadership Program put forth by the Rhode Island Student Assistance Services and supported by the Rhode Island Department of Transportation's Office on Highway Safety. Youth Driven's target audience is 8th-12th grade middle and high school students from over 30 Rhode Island schools around the state totaling around 100 students from rural to urban populations. This two-part youth focused traffic safety program continues to feature a summer summit in FFY2023 at Bryant University, and a year-long action plan to be created at the summit and carried out over the remainder of their year at school. The summit will focus on all manners of traffic safety related emphasis areas and will also empower Rhode Island youth to make informed, and strong decisions towards safety in their daily lives. Youth Driven's mission is to provide Rhode Island Youth and their adult advisors with the motivation, information, skills and support necessary to organize events in their communities focusing on traffic safety related emphasis areas. Areas to be covered during the summit and year-round will include distracted driving, occupant protection, speed, impaired driving, and RI General Law. The summit features pre and post examinations for all student attendees to determine a baseline and then to analyze the intended

effect that the summit had on the participating youth. This effect will continue to be monitored and analyzed year-round as youth create and deliver the events portion of their action plans within their school or communities. The action plan will be centered around a specific emphasis area to be decided on at the summit, and then expanded upon through youth planned school or community traffic safety events over the course of their year. Youth Driven’s Program Coordinator Becky White will hold monthly check in meetings after the summit with the youth to go over their plans and next steps. The \$123,387.00 for the program will cover residential housing for the overnight at the summit, various office supplies that will be used at the summit, staff time for the Program Coordinator and Grant Supervisor to organize the summit and monitor the grant, an evaluator for the summit, adult advisor stipends, summit transportation/bus fees and av requirement fees.

**Performance:**

The second RISAS Youth Driven (YD) student leadership summit was held over a three-day period from July 25th-27th, at Bryant University in Smithfield RI. Participants included more than 60 RI high school students representing 14 RI public and private schools, 14 adult advisors, 12 youth leaders and 12 YD staff. The 2023 Youth Driven Summit is sponsored annually by RI Student Assistance Services (RISAS), a division of Coastline EAP. Youth Driven is a year-round high school traffic safety program led by teams of student leaders, kicking off with the summer Summit, and continuing throughout the school year with student-led activities and events offered at participating public and private schools. The mission of Youth Driven is “to provide Rhode Island youth and their adult advisors with the motivation, information, skills and support necessary to organize events and activities that support Traffic Safety efforts within their communities.” Survey instruments were developed for the sole purpose of collecting the participant satisfaction and impact responses at the summit. In 2023, 70 pretests and 79 post tests were collected. Overall, results of pre and post 42 question summit surveys indicated slight changes in personal accountability and empowerment. For example, the percentage of participants indicating knowing how to report a crime if they see someone do something illegal increased from pre- to post surveys. Similarly, significant increases were present in students’ perceptions of their own school leadership potential, active mindfulness, willingness to report or confront impaired drivers, and other constructs related to the skills needed to actively participate in leading positive school-wide attitudinal and behavioral changes, including self-confidence, capacity to achieve, willingness to contribute to team efforts, and procedural know-how. A detailed final report was presented to RIDOT at the conclusion of the fiscal year with a breakdown evaluation of all pre/post survey questions. The Office on highway Safety looks forward to another successful year in partnership with RISAS in FY 2024.

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**NHTSA M8PE-23-07: RIIL RI Interscholastic League – High School Sports Marketing**

**Subrecipient:** Rhode Island Interscholastic League

Funding Source	Funds Granted	Funds Expended	Project Status
<b>Section 405E</b>	\$80,300.00	\$80,300.00	Complete

**Description:**

This sports marketing sponsorship agreement furthers the achievement of OHS’s younger driver, impaired driving, occupant protection, speed and distracted driving performance targets. Continuing the strategic partnership with the Rhode Island Interscholastic League will greatly assist OHS in its goal of Zero Deaths. The RIIL will support RIDOT’s mission of reducing fatalities and serious injuries through the creation of a sports marketing campaign that will tackle the following areas of emphasis: Occupant Protection, Impaired Driving, Speed and Distracted Driving. This program provides a valuable access point to key



target markets, specifically males aged 30-50 and young drivers aged 16-24, with a statewide reach. The RIIIL's goal is to assist RIDOT in meeting its FFY 2023 Performance Goals. Through education and outreach communication methods, the RIIIL aims to influence positively the student-athletes, coaches, administrators and fans within our far-reaching RIIIL community to modify behavior and save lives, reduce injuries and improve highway safety. Sports marketing programs grow in effectiveness over time, as fans, attendees and participants perceive a partner as being a consistent presence. This project will continue to impact positively the above goals. The RIIIL is a non-profit 501(c) corporation. It's mission is to provide educational opportunities for students through interscholastic athletics and to provide governance and leadership for its member schools through athletic programs.

**Performance:**

- › Goal: Broaden overall awareness of the dangers drinking and driving and help reduce the numbers of Driving Under the Influence and Driving While Intoxicated incidents in Rhode Island with Goal of getting 200 Rhode Island drivers take the RIIIL Safety Pledge.
- › Met: More than 225 RI youth and adults took the Pledge at numerous meetings, conferences, and events.
- › Goal: Maximize the Communication and Outreach of traffic safety messaging embedded into RIIIL Championship events (signage, Public Address system reads, and program ads) with a Goal of exposing these assets to 35,000 fans, attending RIDOT-sponsored events.
- › Met: More than 40,000 fans attended RIDOT-sponsored events during Federal Fiscal Year 2023.
- › Goal: Connect with the RIIIL community, even when they are away from games, with a Goal of generating 50 million web banner impressions for the RIIIL Traffic Safety campaign.
- › Met: RIDOT banner advertisements received more than 120 million Impressions.

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**NHTSA FDLDATR-23-03: CCAP High School Education Program**

**Subrecipient:** Comprehensive Community Action, Inc (CCAP)

Funding Source	Funds Granted	Funds Expended	Project Status
<b>Section 405D Low</b>	\$69,000.00	\$69,000.00	Complete

**Description:**

The Cranston and the Coventry Substance Abuse Task Forces, under the leadership of Comprehensive Community Action Program (CCAP) utilized funding to address impaired driving for youth (alcohol/marijuana, other substances). Younger people are involved in higher rates of car accidents, higher rates of substance use due to cognitive development, peer influence, and risk-taking behavior. CCAP's target audience is parents of middle and high school aged youth in Coventry and Cranston and these general communities. Specifically, they work to provide opportunities for increased awareness and education and monitor available data measures and local DOT/Police reports to review success. CCAP promotes awareness through development of a commercial to be aired on both social media and television. CCAP also leverages local prevention funding to increase public service announcements (through social media and other communication channels) to broaden their reach.

**Performance:**

The Cranston and Coventry Substance Abuse Task Forces was awarded a grant from the Office of Highway Safety of the RI Department of Transportation to address the issue of impaired driving by teens (e.g., driving a motor vehicle after drinking alcohol, using cannabis or using some other form of substance, etc.).

The Task Forces message was targeted to the parents of middle and high school-aged children residing in Coventry and Cranston. The PSA was designed by a marketing company in Westerly, with the main objectives to increase parental awareness about teen impaired driving, and to educate parents about how to talk to and protect their child from becoming an impaired driver, or from getting in a vehicle with an impaired person in the driver’s seat.

Students in two classes of Cranston East High School volunteered to take part in this process. The surveys and focus groups were completed on consecutive mornings of Tuesday September 12/Wednesday September 13, 2023. The first group was composed of an ethnically mixed class of students 19 students in grades 10-12. The 2nd group added 10 more students to the process for a total of 29 student participants. All data collected were done in a way to ensure student confidentiality.

The 30-second PSA, entitled “Don’t Be a Dummy, pt. 1,” was aired by WJAR Channel 10 on its main network station, NBC10, as well as the Ocean State Network (OSN) and WJAR’s Facebook sites from May 1 through September 30, 2023. The data collected and presented below covered the PSA’s media exposures over a selected three-and-a-half-month period, stretching from May 1 – August 16, 2023. Two data reports were issued by the media vendor: one with data from May 1- July 1 and the second from July 2 to August 16, 2023. From May 1 through June 30, 44 commercials were aired on NBC10 and 545 on OSN, reaching an estimated audience of 226,910 of the adults 25-54 years of age (parenting age) in the content market area. Digitally, the PSA aired in Cranston and Coventry with 333,620 impressions and received 439 click-throughs. From July 1 through August 16 there were 31 commercials aired on NBC10 and 86 on OSN, reaching an estimated 194,929 of the adults 25-54 years of age in the market. Digitally, the ad aired during this 65-week period in Cranston and Coventry, with 51,431 impressions and 121 click throughs. This campaign ended on September 30, 2023. The total media output included 75 commercials on NBC10 and 631 showings on OSN, reaching an estimated total content market of 421,839.

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**NHTSA 402SA-23-07: TSC Safety Advocate Training**  
**Subrecipient:** Comprehensive Community Action, Inc (CCAP)

Funding Source	Funds Granted	Funds Expended	Project Status
Section 402SA	\$50,000.00	\$0.00	Incomplete

**Description:**

We will create and facilitate a specific traffic safety training for advocates who participate on the state’s Traffic Safety coalition. It will include components of Speed, Pedestrian Safety, Impaired driving and Occupant Protection. We will include best practices, countermeasures and data in the training. It will also offer additional opportunities to educate advocates on the Safe Systems approach and what Equity in safety entails. Our hope is that it will promote interest and a create stronger knowledge base in all emphasis areas the OHS supports with NHTSA funding.

**Performance:**

This training was intended to be in tandem with our IDEC. The IDEC only gained footing in late February due to a change in staffing. The training will be better suited to take place in a later fiscal cycle.

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### 3.6 Pedestrians and Bicyclists

#### Problem Statement

Although crashes in Rhode Island are majority exclusive to personal automobiles, other modes of transportation, specifically pedestrians and bicyclists, require consideration. There were 12 pedestrian fatalities in 2023 resulting in five-year average pedestrian fatalities of 10, which includes a high of 17 in 2020. This meets the 2023 target of 12.

There were 2 bicyclist fatalities in 2023, however, the five-year average bicyclist fatalities remain at one, meeting the target. The State continues to exhibit a low number of bicyclist fatalities relative to statewide trend, therefore, its current efforts to promote safe bicycling and awareness of bicycles appear to provide consistent results.

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.

#### Performance Measures and Targets

**Table 3.11** summarizes the pedestrian and bicyclist-related performance measures and targets identified in the 2023 HSP.

**Table 3.11 Pedestrian and Bicyclist Performance Measures**

Performance Targets	Performance Measures
Reduce the five-year average number of pedestrians in fatal crashes below 12 (2019 to 2023) by December 31, 2023.	The number of five-year average pedestrian fatalities was 10 in 2023.
Reduce the five-year average number of bicyclist fatalities at or below 1 by December 31, 2023.	The five-year average of bicycle fatalities remains at 1, meeting the target.
Reduce the five-year average number of impaired pedestrian fatalities to 2 or below (2019 to 2023 five-year average) by December 31, 2023.	The number of alcohol-related pedestrian fatalities is not available at time of this publication.

#### Planned Activities and Funding

The 2023 HSP identified other road user 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 Approved to each project; and the project status.

**Table 3.12 FFY2023 Pedestrian and Bicycle**

Activity Number	Activity	Funding Granted	Funds Expended	Project Status
<b>M8*SA-23-04</b>	Road Share Education	\$84,678.00	\$80,795.94	Complete
<b>M8*PS-23-05</b>	RI Bike Coalition - Statewide Smart Cycling Education	\$21,345.00	\$10,846.46	Complete
<b>M8*SA-23-05</b>	RI HOSPITAL Injury Prevention Center Pedestrian Safety Program	\$103,052.05	\$93,506.26	Complete
<b>FHX-23-02</b> <b>402SA-23-08</b>	Red Shed Bicycle Safety Programs for Youth	\$89,890.85 (405H) \$70,000.00 (402SA)	\$89,890.85 (405H) \$70,000.00 (402SA)	Complete

### Project Descriptions

In FFY 2023 OHS pursued four pedestrian and bicycle projects to help meet the performance targets.

The following are descriptions of the pedestrian and bicycle projects, including the project title and outcome of the project over the 2023 fiscal year.

#### **NHTSA M8\*SA-23-04:** Road Share Education

**Subrecipient:** Bike Newport

Funding Source	Funds Granted	Funds Expended	Project Status
<b>Section 405E</b>	\$84,678.00	\$80,795.94	Complete

#### **Description:**

This program aims to address the safety needs of vulnerable road users and achieve a significant reduction and prevention of traffic fatalities and serious accidents. It aims to do this through the implementation of education and in conjunction with statewide efforts and highway safety improvements, promoting better communication among all road users, so that Rhode Island can achieve its mission of Road to Zero.

#### **Performance:**

The goal of FY 2023 is to continue to refine, enhance and optimize our programs to reach the people/communities we have not yet adequately served - with vital information about how to drive, cycle, and/or walk on shared roads. Bike Newport met the following goals:

- › INSTRUCTOR TRAINING: Increased the number of trained safe cycling instructors: trained 5 additional instructors.
- › SPANISH LANGUAGE FOCUS: Made Bike Newport programs and facilities wholly accessible, welcoming and productive for Newport's Spanish speaking community, including bicycle-dependent workers and their families.
- › Educational programs were expanded.
- › PROGRAM PARTNERS: Safer Cycling education was provided in more locations in partnership with other community organizations and agencies

- › Added a minimum of 50 adults per year to the adult education program attendance roster. 1250 Persons received education.
- › SAFETY INFORMATION WITH BIKE RENTALS: continued working with the Bicycle and Pedestrian Advisory Commission to establish an ordinance requiring rental agencies to secure assigned acknowledgment of local bicycle ordinances as part of all bicycle rental agreements, and with the local bike rental shops to do so.
- › Distributed Rules of the Road in a variety of ways, all in English and Spanish
- › NIGHT BRIGHT: Met the goal of 300 more bicyclists well-lit at night
- › Continued to increase collaboration is at the heart of all Bike Newport programs and initiatives.

**NHTSA M8\*PS-23-05:** RI Bike Coalition - Statewide Smart Cycling Education

**Subrecipient:** RI Bike Coalition

Funding Source	Funds Granted	Funds Expended	Project Status
<b>Section 405E</b>	\$21,345.00	\$10,846.46	Complete

**Description:**

First, we expect to be able to restart programming in public and private schools, as that has been the core of our educational work over many years. For the school age population, we will employ the standard League of American Bicyclists’ curriculum which includes a classroom section as well as practical application outside. In addition to school children, we are actively reaching out to adult communities. Adults who have an interest in bicycling but have not ridden for some years benefit from structured instruction to brush up their physical skills, refresh their understanding of the relevant laws and boost their confidence. We envision being able to deliver programming to individual adults, groups at senior centers, in congregate living settings, as well as popup programs at farmers’ markets, neighborhood festivals and the like. Finally, in FFY2023 we hope to design intergenerational programs so parents, guardians and grandparents can learn with and alongside young children. All of the above would be a customized mix of formal teaching and practical on-bike experience. The overall aim of our education program is to help people know how to cycle safely and have the confidence to use those skills to replace some car trips and have fun on their bikes. Also, for FFY2023, we seek to build on two successful programs—Traffic Gardens and Light Up the Night. In FFY2022, we expanded our education program and operated a series of innovative Traffic Gardens essentially obstacle courses designed to allow students to safely practice in street conditions—with certified instructors offering advice and instruction. Traffic Gardens provide a central place for hands-on instruction and allow riders to implement their skills. Traffic Gardens allow riders to practice new skills in an appropriate setting, just as recommended by Countermeasures That Work (2021). In addition, even when not actively being used for instruction, Traffic Gardens are attractive assets for communities. A total of 25 classes will be offered.

**Performance:**

Two major goals were to expand on our prior successes with Traffic Gardens and Light Up the Night. The results are mixed. On the positive side, Traffic Gardens are very popular with students, community leaders and police departments. We set up temporary Traffic Gardens for community days, Police street safety events and the like. Students love the 'playground for a bike' feel of the Traffic Gardens and they are motivated to learn the rules of the road in this safe environment. On the other hand, our planned statewide Light Up the Night didn't happen at all in FFY2023. Unfortunately, the constraints posed on the program made it impossible to implement.

In general, however, we had a very successful FFY2023. We taught more hours and employed more LCIs than ever and strengthened connections to community groups, police departments and recreation centers. In particular, a multi-year effort to bring a program to Providence's West End culminated in a very popular program which included both instruction and guided rides. We hope this will serve as a model going forward.

**NHTSA M8\*SA-23-05: RI HOSPITAL Injury Prevention Center Pedestrian Safety Program**

**Subrecipient:** Injury Prevention Center/RI Hospital

Funding Source	Funds Granted	Funds Expended	Project Status
<b>Section 405E</b>	\$103,052.05	\$93,506.26	Complete

**Description:**

During the 2023 Fiscal Year the Office on Highway Safety will provide funds to the Injury Prevention Center out of Rhode Island Hospital to deliver Traffic Safety Media messaging to Rhode Island. These funds will train a cohort of physicians to effectively disseminate prevention messaging across various traffic safety emphasis areas including impaired driving, speeding, vulnerable road user safety, distracted driving, and occupant protection. In partnership with RDW media group, personnel from RI Hospital worked on the creation of, dissemination of and understanding of various media tools. There was a media campaign as well as clinician led media coverage over the course of the 2023 fiscal year.

**Performance:**

The Traffic Safety Media Team participated in a traffic safety media training offered by the Clarendon Group. These seminars focused on how to deliver key messages effectively, how to predict questions and avoid common mistakes. The trainings left clinicians equipped and empowered to address a wide range of traffic safety topics with media using best practice to engage the community and promote behavior change. The first training on 3/14/23 was 1 hour long and had four attendees. The second and third trainings on 3/20/23 and 3/27/23 respectively, were 1.5-2 hours long and had seven attendees each. Trainings were well received by all participants. RI Hospital's impaired driving media campaign was developed in partnership with the Rhode Island Hospital Communications Department and RDW media group. They used hospital data, other local data, and interviews from their Health Care Traffic Safety Media Team to identify the most appropriate target population, messaging and communication goals of this media campaign. The social media campaign was launched across multiple social media platforms (Instagram, Facebook) from June 2023 through September 2023. A radio PSA was also developed by the RDW Group featuring Rhode Island Hospital clinicians and ran mid-June 2023 through July 2023. This program was awarded \$65,000 for RDW Group media expenses and \$19,708 for social media ad expenses. Actual expenses were \$64,327.11 and \$11,733.71 for RDW Group charges and social media ad charges.

**NHTSA FHX-23-02/NHTSA 402SA-23-08:** Red Shed Bicycle Safety Programs for Youth**Subrecipient:** Woonasquatucket River Watershed Council (WRWC)

Funding Source	Funds Granted	Funds Expended	Project Status
<b>Section 405H</b>	\$89,890.95	\$89,890.85	Complete
<b>Section 402SA</b>	\$70,000.00	\$70,000.00	

**Description:**

The Office on Highway Safety partnered again with the Woonasquatucket River Watershed Council's (WRWC) bicycle education programs in the 2023 federal fiscal year. The Red Shed Bike Program which is run through the Woonasquatucket River Watershed Council in Olneyville, Rhode Island has targeted providence youth ages 8-18 in many different bicycle safety/competency education programs. These programs include an eight-week summer bike camp, a spring bike camp for girls, and various after school bike programs at Providence and Pawtucket public schools. An LCI (League Certified Instructor) through the League of American Bicyclists administers all these classes and programs. Red Shed's goal is to educate and create confidence in the next generation of vulnerable road users in urban communities of Rhode Island including Olneyville, Providence and Pawtucket. WRWC also presents the RIDOT elementary school on bike curriculum, Rhode to Bicycle Safety, to 5th graders across the state of Rhode Island since 2019. The 2023 fiscal year was another successful year for WRWC in all their programs.

**Performance:**

Rhode to Bicycle Safety was offered at 12 elementary schools and reached 869 total students in their on-bike, in-school education in 2023. WRWC's Red Shed Bicycle Safety Summer Camp reached 86 campers between the ages of 8 and 13 this year. Additionally, the Red Shed April Girls Bike Camp was a 5-day program this year that reached 16 campers between the ages of 8 and 13. Twelve students at the Met School completed a Bicycle Mechanics internship program. This program included a module on bike safety. Ten middle school students completed a lesson on bike safety as a part of their after-school program, Woonasquatucket River Adventurers. Lastly, 126 elementary school students received a bicycle safety lesson as one component of an environmental education field trip to Riverside Park in Providence. WRWC received funding for personnel hours and expended all the funds awarded in that area. Funding for equipment was also awarded including bike fleet maintenance tools, helmets, educational supplies, printed materials. During FFY2023, WRWC also applied for \$70,000 in addendum funds for the purchase of a brand-new Box Truck that transports the fleet of bicycles to and from schools for R2BS. WRWC utilizes pre and post examination in all their bicycle education programs to determine their program's success. This year they had a total of 713 respondents to the R2BS program as well as 70 out of 86 evaluations to their summer bike programs. These evaluations are all readily available to RIDOT for review if needed. The Office on Highway Safety looks forward to partnering again with WRWC in FFY2024 as they deliver their education to communities and youth across the state.

### 3.7 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.

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 2023 HSP.

**Table 3.13 Traffic Record Performance Measures**

Performance Targets	Performance Update
Increase number of systems that access State EMS data.	The number of systems with access to State EMS did not increase.

#### Planned Activities and Funding

The 2023 HSP identified 11 traffic records projects to address the above performance measures and make progress towards the targets. **Table 3.14** lists the eleven projects, including Funds Approved to each project, and the project status.



**Table 3.14 FFY2023 Traffic Records**

<b>Activity Number</b>	<b>Activity</b>	<b>Funding Granted</b>	<b>Funds Expended</b>	<b>Project Status</b>
<b>F1906ER-23-04</b>	CCPRA Regional Community Traffic Stop Analysis	\$250,000.00	\$130,810.00	Incomplete
<b>F1906ER-23-02</b>	Race Data Analysis	\$200,000.00	\$0.00	Incomplete
<b>F1906CMD-23-03</b>	Consultant Reports/Maintenance	\$250,000.00	\$0.00	Incomplete
<b>M3DA-23-01</b>	Crash MMUCC Revisions Project	\$300,000.00	\$0.00	Incomplete
<b>M3DA-23-02</b>	RIDOT OHS – Crash Form Training	\$75,000.00	\$0.00	Incomplete
<b>164AL-23-01FA</b> <b>164-23-00B</b> <b>M8TR-23-01</b>	RMS Statewide	\$1,000,000.00 (164AL) \$600,000.00 (164) \$1,000,000.00 (405E)	\$0.00	Incomplete due to policy not being extended
<b>F1906ER-23-01</b>	Intuitive Public Access of Traffic Stop Race Data Survey	\$100,000.00	\$0.00	Incomplete
<b>M3DA-23-03</b>	DOH EMS Maintenance Contract Fee	\$93,000.00	\$54,755.75	Complete
<b>M3DA-23-05</b>	TRCC Outreach and Program Development	\$200,000.00	\$45,439.67	Complete
<b>1906-23-06B</b>	Community Training Summit	\$250,000.00	\$0.00	Incomplete
<b>M3DA-23-04</b>	MIRE Data Enhancements Program	\$535,840.90	\$318,850.65	Complete

### **Project Descriptions**

Traffic records and crash data are valuable in the process of identifying and programming safety activities in Rhode Island. In FFY 2023 OHS pursued 11 traffic records projects to help meet the performance targets, however, some were not completed as described below.

The following are descriptions of the traffic records projects, including the project title and outcome of the project over the 2023 fiscal year.

**NHTSA F1906ER-23-04: CCPRa Regional Community Traffic Stop Analysis****Subrecipient:** TBD

Funding Source	Funds Granted	Funds Expended	Project Status
<b>Section 1906</b>	\$250,000.00	\$130,810.00	Incomplete

**Description:**

On July 10, 2015 then Governor Gina Raimondo signed House Bill, 2015-H 5819 Sub A, and Senate Bill, 2015-S 669 as Amended into law (R.I. Gen. Laws § 31-21.2-1 et seq.) The law, also known as the Comprehensive Police-Community Relationship Act of 2015 (CCPRA) "honors the community's desire for just stop and search procedures, while permitting law enforcement to maintain public safety and implement best practices."

As identified in their annual reports, the current analysis identifies disparities, but is limited in capacity to identify specific drivers of disparities (statewide). Our plan is to fund a statewide analysis of the traffic stop data from 2017 to 2019 supplemental information (i.e., calls for service, Part 1 crime, accidents, locations information) which would allow for a more rigorous understanding of the factors driving the persistent disparity observed statewide.

**Performance:**

We contracted with Lexis Nexis who is developing the protocol to retrieve and maintain racial profiling data from every RI law enforcement dept in order that the data can be analyzed in FFY 2024. We did not have the staffing or resources or agreements in place to deliver this as a completed project.

**NHTSA F1906ER-23-02: Race Data Analysis****Subrecipient:** TBD

Funding Source	Funds Granted	Funds Expended	Project Status
<b>Section 1906</b>	\$200,000.00	\$0.00	Incomplete

**Description:**

On July 10, 2015 Governor Gina Raimondo signed House Bill, 2015-H 5819 Sub A, and Senate Bill, 2015-S 669 as Amended into law (R.I. Gen. Laws § 31-21.2-1 et seq.) The law, also known as the Comprehensive Police-Community Relationship Act of 2015 (CCPRA) "honors the community's desire for just stop and search procedures, while permitting law enforcement to maintain public safety and implement best practices."

A contracted agent will conduct a detailed empirical analysis on the sources driving disparities in Rhode Island, with a focus on specific enforcement activity or policing policies. As they have stated in their annual reports, the current analysis identifies disparities, but is limited in the capacity to identify specific drivers of those disparities (statewide). A statewide analysis of the traffic stop data from 2017 to 2019 supplemented additional information (i.e., calls for service, Part 1 crime, accidents, locations information) would allow for a more rigorous understanding of the factors driving the persistent disparity observed statewide.

In addition to the more detailed empirical analysis of statewide data, individual departments that are interested could be provided with an in-depth three-year analysis identifying sources driving disparities in terms of specific enforcement activity or policing policy. They would also be offered a list of resources that have proven successful as tools which other states have employed to assist their efforts in equitable and fair traffic stops.

Racial profiling data collection is vital to maintain a level of transparency on enforcement efforts and the impacts HVE programs can have on these statistics. This data must be analyzed to observe the correlation of routine enforcement as compared to the HVE and related targeted audiences.

**Performance:**

We did not have the staffing or resources or agreements in place to deliver this as a completed project. It is a priority in 2024 and the project has begun.

**NHTSA F1906CMD-23-03: Consultant Reports/Maintenance**

**Subrecipient:** TBD

Funding Source	Funds Granted	Funds Expended	Project Status
<b>Section 1906</b>	\$250,000.00	\$0.00	Incomplete

**Description:**

RIDOT/OHS will contract with an outside consultant to manage and maintain IT requirements and/or data relating to the servicing of all Rhode Island law enforcement agencies traffic stop data that was mandated by the CCPRA statute. The OHS will also provide funding for 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.

**Performance:**

We did not have the staffing or resources or agreements in place to deliver this as a completed project. It is a priority project in 2024 and it has already begun.

**NHTSA M3DA-23-01: Crash MMUCC Revisions Project**

**Subrecipient:** MMUCC Revisions

Funding Source	Funds Granted	Funds Expended	Project Status
<b>Section 405C</b>	\$300,000.00	\$0.00	Incomplete

**Description:**

An outside contractor will lead the process of creating new forms and modules that will mirror data criteria with MMUCC 5. The new modules will also enhance our efforts to collect additional crash data and change the serious injury input form within the crash report. We will create a data bank to store the new information. It is not our intent to use the new data in the coming year. Instead we will use the pilot as the beginning of our necessary MMUCC and crash revisions and associated training needs to meet federal standards. The Rhode Island Uniform Crash Report will be revised to include new fields and make the crash report consistent with the latest version of the MMUCC. Additional fields for consideration are mile marker identification (to provide crash location accuracy) and a “lane departure” checkbox.

OHS will also 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 enhance our law enforcement training efforts to 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.

**Performance:**

We remain in a data collection and reporting mode regarding this project. The Rhode Island Traffic Records Coordinating Committee (TRCC) promotes improving the State’s crash, driver, vehicle, roadway, citation/adjudication, and injury surveillance data systems. Consultant support has been used to advance this mission.

For Federal fiscal year (FFY) 2024, the State will continue to implement improvements based on needs identified by stakeholders in Rhode Island and the 2020 Traffic Records Assessment recommendations. This FFY 2024 plan update addresses these recommendations. The consultants completed their scope of work for FFY 2024 which includes assisting with the support of regularly scheduled TRCC meetings, including minutes of such meetings, as well as the development of the annual Traffic Records Strategic Plan.

**NHTSA M3DA-23-02: RIDOT OHS – Crash Form Training**

**Subrecipient:** TBD

Funding Source	Funds Granted	Funds Expended	Project Status
<b>Section 405C</b>	\$75,000.00	\$0.00	Incomplete

**Description:**

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 which were previously created to support serious injury reporting changes will be re-created and support a more in-depth training since many crash reports being returned to our crash system with incorrect serious injury information. The new cards will be made to be given to the departments to place into police cruisers as a quick reference for officers completing crash reports. Ten revision classes are being planned for FFY 2023.

**Performance:**

Although this is a priority it is taking us a longer amount of time than initially expected to create the new crash form for all to use. There are several approval layers that need to be addressed and we are working on those.

**NHTSA 164AL-23-01FA/NHTSA 164-23-00B/NHTSA M8TR-23-01: RMS Statewide**

**Subrecipient:** State and Local Law Enforcement Officers

Funding Source	Funds Granted	Funds Expended	Project Status
<b>Section 164AL</b>	\$1,000,000.00	\$0.00	Incomplete due to policy not being extended
<b>Section 164</b>	\$600,000.00		
<b>Section 405E</b>	\$1,000,000.00		

**Description:**

This program will support 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. RIDOT/NHTSA will be a true partner and have access to real-time and accurate data. The RIPCA feels that the benefits of a single statewide RMS/CAD are critical to providing increased accuracy in traffic crash data amongst police agencies, providing for responder safety, and reducing long-term costs to all Rhode Island communities. Since 1998, all police agencies, except Providence and New Shoreham, have utilized IMC by Triptych for their RMS/CAD. While one would assume consistent data sharing exists, however this is not the case. The RIPCA recognized this as a problem and undertook an effort to see if it would be feasible to create a single statewide RMS/CAD. After study, it was identified that contracts would be expiring in the next few years and the time was ripe to undertake this statement RMS/CAD development. Funding also will be used for hardware (e.g., servers) and software.

Benefits of a Statewide RMS Program in RI Central Data storage accessible by essential personnel- don't have to chase departments for data i.e. DUI arrest numbers.

- › More accurate system to track all traffic data to include FARS, crash and violation reports, etc. increasing effectiveness of DDACTS
- › Instant access to the most up to date statistics
- › Ability to utilize current data in monitoring Grant performance measures from individual departments to County and/or State-wide groupings
- › Access to Crash Report Forms for State-wide disbursement within the RMS system with the ability to modify for MMUCC
- › Ability to view graphs, heat maps and other visual tools to understand problem areas
- › Simplicity of having all police on the same system would create an extremely efficient use of data systems at many levels
- › This would advance the capabilities of law enforcement in the field as well
- › OHS can monitor the deployment results of grant funded activity
- › Prepares a platform for additional State-wide users to partner such as DEM, EMS, DMV, AG, Courts, DOH, etc.
- › A true State-wide system would revolutionize the performance of all users
- › CCPRA data collected within system
- › RIDOT can be automatically notified when a crash involves state assets
- › Preloaded system will make DUI arrests easier for officers increasing productivity and involvement in the grant funded details

In our most recent (2020) TRCC STRAP assessment it was stated that “Rhode Island does not currently have an impaired driver tracking system. Therefore, it is suggested the State explore the creation of a DUI tracking system. Such a system is useful, particularly, in determining the nature and extent of the impaired driving problem in the State; what types of substances are involved, the blood alcohol levels and test results of those arrested, and if the data is shared with all agencies and entities who interact with impaired drivers, can help the State to monitor a violator throughout the process from arrest to compliance with court sanctions, as well as helping to determine the most effective training, treatment, sanctions and evaluation methods in terms of preventing recidivism. It is also suggested that DUI performance measures be developed from this system.”

**Performance:**

Incomplete due to policy not being extended.

**NHTSA F1906ER-23-01: Intuitive Public Access of Traffic Stop Race Data Survey**

**Subrecipient:** TBD

Funding Source	Funds Granted	Funds Expended	Project Status
<b>Section 1906</b>	\$100,000.00	\$0.00	Incomplete

**Description:**

On July 10, 2015 then Governor Gina Raimondo signed House Bill, 2015-H 5819 Sub A, and Senate Bill, 2015-S 669 as Amended into law (R.I. Gen. Laws § 31-21.2-1 et seq.) The law, also known as the Comprehensive Police-Community Relationship Act of 2015 (CCPRA) “honors the community's desire for just stop and search procedures, while permitting law enforcement to maintain public safety and implement best practices.”

A contracted entity will create a public repository for traffic stop race data from 2016 to 2019. The public repository would include the ability to download data, intuitively summarize data, provide enhanced analytical visualizations, and data stories. The public site could be modeled after the site built in Connecticut: <http://trafficstops.ctdata.org/> [trafficstops.ctdata.org].

This would provide a higher level of transparency to the race data collected from all law enforcement agencies in Rhode Island during the study period. Currently only the raw data and reports are available. This tool will ease the access to a more understandable format for civilians and community groups alike.

Racial profiling data collection is vital to maintain a level of transparency on enforcement efforts and the impacts HVE programs can have on these statistics. This data must be analyzed to observe the correlation of routine enforcement as compared to the HVE and related targeted audiences. Providing this data in a way for the public to understand and grasp the findings is an effective tool to provide transparency of the interactions police have with traffic stops.

**Performance:**

We did not have the staffing or resources or agreements in place to deliver this as a completed project.

**NHTSA M3DA-23-03: DOH EMS Maintenance Contract Fee****Subrecipient:** DOH EMS Maintenance Contract Fee

Funding Source	Funds Granted	Funds Expended	Project Status
<b>Section 405C</b>	\$93,000.00	\$54,755.75	Complete

**Description:**

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. Electronic patient care reports are valuable for numerous reasons. Foremost, critical medical information is conveyed to the hospital staff when patients are transported. Continuous quality improvement programs are founded in review of these reports by EMS administrators, physicians, nurses, and CEMS to ensure that proper EMS care is being delivered. Data is collected related to fatal motor vehicle crashes for entry into the Fatality Analysis Reporting System (FARS). Also, aggregate EMS data is transmitted from CEMS to the National EMS Information System (NEMSIS), which is a nationwide data repository funded by the NHTSA Office of Emergency Medical Services and is identified as one of the key initiatives of that office. This data collection and upload is accomplished via the ImageTrend system.

**Performance:**

- › GOAL: Improve the Rhode Island EMS Information System input data by EMS Agencies to produce quality output data.
- › MET: The Center for EMS continuously evaluates which fields are not completed in EMS reports of motor vehicle collisions and identifies deficiencies that may require interventions.
- › GOAL: Improve EMS surveillance of motor vehicle collisions in RI.
- › MET: With the use of Image Trend software and biospatial data analysis software, the Center for EMS monitors the reporting of seatbelt use, substance use/impairment and helmet use with motor vehicle related EMS activations. With the help of validation in the electronic patient care report, these numbers have improved.

**NHTSA M3DA-23-05: TRCC Outreach and Program Development****Subrecipient:** TRCC

Funding Source	Funds Granted	Funds Expended	Project Status
<b>Section 405C</b>	\$200,000.00	\$45,439.67	Complete

**Description:**

This project provides funds to assist with the support of statewide outreach and program development in order for the state to maintain the highest average of data accuracy, timelines and completeness. This project also supports regularly scheduled TRCC meetings, discussions and planning for future data projects, as well as, including traffic record presentations at state meetings.

**Performance:**

We remain in a data collection and reporting mode regarding this project. The Rhode Island Traffic Records Coordinating Committee (TRCC) promotes improving the State's crash, driver, vehicle, roadway, citation/adjudication, and injury surveillance data systems. Consultant support has been used to advance this mission.

For Federal fiscal year (FFY) 2023, the State has continued to implement improvements based on needs identified by stakeholders in Rhode Island and the 2020 Traffic Records Assessment recommendations. This FFY 2023 plan update addresses these recommendations. The consultants completed their scope of work for FFY 2023 which includes assisting with the support of regularly scheduled TRCC meetings, including minutes of such meetings, as well as the development of the annual Traffic Records Strategic Plan.

**NHTSA 1906-23-06B: Community Training Summit**

**Subrecipient:** TBD

Funding Source	Funds Granted	Funds Expended	Project Status
<b>Section 1906</b>	\$250,000.00	\$0.00	Incomplete

**Description:**

On July 10, 2015, Governor Gina Raimondo signed House Bill, 2015-H 5819 Sub A, and Senate Bill, 2015-S 669 as Amended into law (R.I. Gen. Laws § 31-21.2-1 et seq.) The law, also known as the Comprehensive Police-Community Relationship Act of 2015 (CCPRA) "honors the community's desire for just stop and search procedures, while permitting law enforcement to maintain public safety and implement best practices."

Although this Act sunset in 2019 the topic has remained in the forefront not only in Rhode Island but across the Country. New legislation has been proposed surrounding many issues relating to this topic.

A consultant, to be determined, will conduct five regional community presentations of the 2019 annual traffic stop analysis. These would be facilitated conversations with both law enforcement officials and community members about what the local data tells us. This could be modeled after community conversations that follow annual report releases in Connecticut.

These regional analyses will help police departments and the community better understand the "Providence Effect." Providence is a major traffic generator for the state and plays a big role in traffic enforcement throughout the region as people drive in and out of the city. Our annual analysis has identified Providence as influencing the regional disparity. Addressing the regional disparity will require a better understanding of how traffic enforcement occurs throughout the region and not just in one city or town. Departments could learn how to best leverage their resources with surrounding communities to improve public safety while reducing regional disparities.

Racial profiling data collection is vital to maintain a level of transparency on enforcement efforts and the impacts HVE programs can have on these statistics. This data must be analyzed to observe the correlation of routine enforcement as compared to the HVE and related targeted audiences.

**Performance:**

We did not create this because there was no policy passed in 2022 that mandated a racial profiling study.



**NHTSA M3DA-23-04: MIRE Data Enhancements Program****Subrecipient: MIRE Data Collection**

Funding Source	Funds Granted	Funds Expended	Project Status
<b>Section 405C</b>	\$535,840.90	\$318,850.65	Complete

**Description:**

This project will fund the collection of infrastructure data elements and supporting data on all eligible state roads. This year, specifically, OHS will be working toward enhancing data inventory for unsignalized intersections on state roads and improving accuracy and expanding traffic data available on state roads.

Having a more complete database of intersection features will help RIDOT advance their Intersection Mitigation program by identifying, diagnosing, and prioritizing locations using a data-driven, systemic approach. Intersections will be assigned a risk score based this project's collected attributes as well as historical and predictive crash data. Similar to the STEP and Signalized Intersection efforts, RIDOT will now be able to address unsignalized intersections on state-owned roadways systemically statewide based on risk on serious injury or fatality, not just on historical crashes.

**Project Deliverables:**

- › Data collection effort comprising of MIRE database review and manual collection of MIRE and other intersection elements on all state maintained roadways.

- › GIS database of all collected data.

- › GIS analysis tool which prioritizes on risk of fatal or serious injury due to a intersection crash. This tool will be used to program projects based on a systemic, data-driven analysis.

Additionally, OHS will be supporting the use of crowdsourced data to inform, expand, and provide quality checks of field collected traffic volume data. By using crowd sourced data across the state footprint, historic traffic volume projections can be developed that will serve as a quality check on field collected data or fill in gaps where field collected data are not readily available. Traffic volumes can inform safety priorities and roadway user exposure.

**Performance:**

During FFY 2023 this activity involved a desktop review of infrastructure data elements on state-roads. In order to begin this task, a Data Collection Plan was developed to identify most valuable data attributes and reveal key data gaps and assess data quality.

A total of 29 attributes were identified for review of completeness and quality. The full data collection and review effort is projected to take 3 years.

During Year 1 the Data Collection Plan and gap analysis were completed as well as 11% progress on attribute reviews.

### 3.8 Distracted Driving

#### 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 2023, 54.6 percent of respondents indicated they never talk on a cell phone while driving. This is an increase from 47 percent from the 2019 survey but still short of the 75 percent target. With the hands-free law, and continued awareness campaign efforts, this has helped to promote a cultural shift toward minimizing or eliminating the use of cell phones while driving and drive future performance targets.

#### Performance Measures and Targets

**Table 3.15** summarizes the distracted driving performance measures and targets identified in the 2023 HSP.

**Table 3.15 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 50.3 percent in 2021 to at least 75 percent in 2023.	Percentage of survey respondents who never talk on a hand-held cellular phone. Results of the 2023 survey showed 55 percent.

#### Planned Activities and Funding

The 2023 HSP included four distracted driving projects to address the above performance measures, make progress toward the targets, and toward the targets for reducing fatalities, fatality rate, and serious injuries. **Table 3.16** describes the relationship between individual projects and the impaired driving performance measures, and provides a list of the four projects, the relevant performance measures, the Funds Approved to each project, and the project status.

**Table 3.16 FFY2023 Distracted Driving**

Activity Number	Activity	Funding Granted	Funds Expended	Project Status
<b>402PT-23-08</b> <b>FDLDATR-23-02</b> <b>M8*SA-23-01</b>	Aging Road User Highway Safety Program	\$2,500.00 (402PT) \$10,000.00 (405D Low) \$5,000.00 (405E)	\$0.00 (402PT) \$0.00 (405D Low) \$0.00 (405E)	Incomplete
<b>M8PE-23-01</b>	ThinkFast Distracted Driver Employee Education	\$100,000.00	\$0.00	Did not complete
<b>M8PE-23-04</b>	Distracted Driving Injury Prevention Employer Program	\$27,345.00	\$24,040.00	Complete
<b>402PT-23-09</b> <b>FDL*EM-23-03</b> <b>M8*EM-23-01</b> <b>402SA-23-09</b> <b>402SA-23-10</b>	EMS Crash Safety Equipment	\$50,000.00 (402PT) \$100,000.00 (405D Low) \$150,000.00 (405E)	\$23,240.00 (402PT) \$0.00 (405D Low) \$0.00 (405E) \$71,442.00 (402SA) \$71,442.00 (402SA)	Complete

**Project Descriptions**

Distracted driving continues to be an issue in Rhode Island yet data limitations present challenges to mitigating the issue. In FFY 2023 OHS pursued four distracted driving projects to help meet the performance targets, however, some were not completed as described below.

The following are descriptions of the distracted driving projects, including the project title and outcome of the project over the 2023 fiscal year.

**NHTSA 402PT-23-08/NHTSA FDLDATR-23-02/NHTSA M8\*SA-23-01: Aging Road User Highway Safety Program**

**Subrecipient:** TBD

Funding Source	Funds Granted	Funds Expended	Project Status
<b>Section 402PT</b>	\$2,500.00	\$0.00	Incomplete
<b>Section 405D Low</b>	\$10,000.00	\$0.00	
<b>Section 405E</b>	\$5,000.00	\$0.00	

**Description:**

Aging road-users are at greater risk of injury or death in crashes. The bodies normal degenerative effects on physical aspects, perception, reaction, and cognitive ability are things that also affect the chances that an aging road-user will be involved in a crash. Dangerous driving behaviors that impact senior crashes are many times related to Speed, Impaired Driving and Distracted Driving.

This project will fund for a consult to develop and create an aging road user program that incorporates education, perceptual, physical, and on-road training. Providing education and training to enhance the mind and bodies abilities will increase the chance for aging road-users to react and avoid collisions while also making safer decision while driving, biking, or walking. It is understood that changes in roadway dynamics and designs like improvements to text size in signs, better lighting, signal timing/sequences and basic roadway maintenance could also impact the aging road-user. We will continue to encourage our colleagues at the RIDOT to consider these concerns when designing roadway safety elements and infrastructure.

**Performance:**

We were unable to secure a partner interested in assuming this project's intent. We will be funding a specific older driver project with AAA in FFY 24.

**NHTSA M8PE-23-01: ThinkFast Distracted Driver Employee Education**

**Subrecipient:** All Sub-Grantees

Funding Source	Funds Granted	Funds Expended	Project Status
<b>Section 405E</b>	\$100,000.00	\$0.00	Did not complete

**Description:**

Think Fast Interactive, created by TJohnE Productions, is an interactive game show style program that blends critical highway safety messaging with pop culture to command engagement and attention at institutes of higher education and workplaces. The production will educate on Distracted Driving. Colleges and universities and workplaces will expose students and workers to important targeted distracted driving information with a strong retention rate. The goal of ThinkFast is to empower Rhode Island college students and workers to make more educated and safe decisions when driving. To measure the success of the program, pre and post examinations will be administered. This will ensure the program’s success by measuring knowledge of distracted driving, and what areas each motorist needs to focus in on. The results of these surveys will be compiled and put into a formal report by TJohnE Productions and sent to RIDOT’s Office on Highway Safety. These results will be featured in the OHS’s Annual Report. Students or employees are organized and compete as teams. It’s a great “team building feature of ThinkFast. TJohnE will work with OHS to incorporate our custom distracted driving educational content with its age relevant pop culture trivia, music video question, 20 Second Challenge and numerous other interactions with students or employees on stage. As spectators of this high energy show, students or employees will see their classmates or coworkers captivated by this fast paced, interactive program. TJohnE Productions has been contracted by the Office on Highway Safety to hold their ThinkFast presentation to adults at universities and businesses with the content being exclusively focused on Distracted Driving. This program will include 12 trainings reaching approximately 400 participants.

**Performance:**

This project was not completed in FFY 2023. This program was created before COVID. Although we extended the contract to have TJohn facilitate a program our local business entities remain closed down to outside educational training programs like ThinkFast.

**NHTSA M8PE-23-04:** Distracted Driving Injury Prevention Employer Program

**Subrecipient:** Brain Injury Association of Rhode Island (BIARI)

Funding Source	Funds Granted	Funds Expended	Project Status
<b>Section 405E</b>	\$27,345.00	\$24,040.00	Complete

**Description:**

The Office on Highway Safety will fund a new prevention safety pilot program that will take place in various businesses across Rhode Island geared towards adults ages 35- 60 during the federal fiscal year of 2023. The program will focus on the dangers of and prevention of distracted driving for adults that commute by driving. In its initial year, the program will reach a minimum of 12 employers across Rhode Island to deliver education and awareness on distracted driving. The educational content delivered in the presentation by dedicated programmatic staff will be research based using data sources such as the CDC, NHTSA, RIDOT, AAA and FARS. There will be an evaluation component on the content delivered to businesses throughout the fiscal year to determine attitudinal and behavioral changes of participants involved in the program.

**Performance:**

The Office on Highway Safety partnered with the Brain Injury Association of Rhode Island (BIARI) to deliver their new pilot program “Devastating Decisions” to adults and employers across the state of Rhode Island in FFY2023. The program focuses on the effects of distracted driving and how it relates to traumatic brain injury in crashes. During this fiscal year, 2023, BIARI delivered 25 presentations to a total of 485 attendees. Pre and post evaluations were utilized for all attendees. Out of 485 attendees, 373 surveys were completed and returned, a 77% return rate. All survey responses are readily available to RIDOT if requested.

**NHTSA 402PT-23-09/NHTSA FDL\*EM-23-03/NHTSA M8\*EM-23-01/NHTSA 402SA-23-09/NHTSA 402SA-23-10:** EMS Crash Safety Equipment

**Subrecipient:** TBD

Funding Source	Funds Granted	Funds Expended	Project Status
<b>Section 402PT</b>	\$50,000.00	\$23,240.00	Did not occur
<b>Section 405D Low</b>	\$100,000.00	\$0.00	
<b>Section 405E</b>	\$150,000.00	\$0.00	
<b>Section 402SA</b>		\$142,884.00	

**Description:**

Extrication equipment universally referred to in the fire/rescue service as the "Jaws of Life" consist of three major types of hydraulic tools known as spreaders, cutters, and rams. These extrication tools, powered by hydraulic pump system, are used to shear metal or pry open vehicles involved in motor vehicle crashes when there are victims still trapped inside. From the moment of impact seconds can mean the difference between life and death. Adequate tools arriving on the scene quickly and operated by skillfully trained fire personnel is essential to a positive outcome for the victims.

Rhode Island has several major highways running through it to include Routes 4, 1, 2, 138, 102, 146, 195, 95, 295 and 403. It is on these highways, where high impact motor vehicle crashes often occur, resulting in complicated and time-consuming extrication that require multiple sets of hydraulic tools being used simultaneously. Requests for mutual aid assistance, to provide additional tools and power units, often

takes 15 to 20 minutes to arrive. Reducing extrication time is critical to a patient's survival of their injuries. With extrication becoming progressively more challenging as today's vehicles evolve with the latest innovations for passenger safety firefighters must be prepared with the tools, they need to win the race against the clock.

This equipment would improve the effectiveness and interoperability with neighboring communities when they are called upon to provide mutual aid assistance. The extrication equipment purchased with funding from NHTSA will expand the rescue capabilities and is not intended to replace any present equipment owned and operated by local fire departments.

All fire/rescue personnel on local fire departments are trained in the safe and proper use of extrication tools. Many are certified fire service instructors who provide both classroom and hands-on practical instruction and evaluate personnel through periodic training exercises. They also attend and participate in additional training when made available by other fire departments throughout the state. As new technologies and best practice strategies evolve instructors attend "train the trainer" education classes, to maintain the skills of personnel to a high level of competency We continue to support DOH's EMS efforts via our state's TRCC strategies.

The DOH/EMS will add "time of extraction" to their EMS reporting system which would validate the importance of up to date extraction equipment to decrease traffic crash fatalities and also decrease the severity of This will begin a baseline for all extractions across the state. We need to create then evaluate extraction methods and equipment in order to save increased lives in RI.

**Performance:**

This project was not developed due to committee resources being discussed and evaluated before implementing the project. Three departments were awarded funds to purchase extraction equipment. There are no countermeasures that work regarding fire department safety equipment. However, there are several studies that show getting crash victims to a trauma center quickly will greatly improve their survivability. Whenever possible, EMS personnel will participate in joint training exercises with departments from their surrounding communities. This training is paramount in coordination and interoperability with their mutual aid partners.

The departments are also making efforts to include community awareness and educational opportunities demonstrating the capabilities of this equipment.

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## 3.9 Police Traffic Services

### Problem Statement

Speeding, alcohol-involved, and unrestrained fatalities have traditionally represented the largest proportions of fatalities in Rhode Island over the period 2018-2022. These crashes are not mutually exclusive; a vehicle occupant may exhibit all three behaviors in the crash. Based on the detailed descriptions of contributing factors to these three types of crashes as described in their respective program areas, law enforcement programs can be designed to address these factors. It is well established that the key to effective and successful enforcement programs is rooted in available data, that is based on analyzing available state and local data. By utilizing accurate data, agencies with the help from the Office on Highway Safety will result in the most cost-effective means to reduce incidents of crashes, which result in injury or extensive property damage.

Law enforcement agencies participate in state and federal enforcement campaigns such as Drive Sober or Get Pulled Over, Obey the Sign or Pay the Fine, Drive Now Test Later and the Click-It-or-Ticket mobilizations. Rhode Island's law enforcement agencies follow the accepted practice of enforcement using High Visibility Enforcement and Sustained Enforcement – Placed Based Enforcement and Problem-Solving Enforcement model.

### Performance Measures and Targets

Police Traffic Services support all program areas in some way. All reported performance measures, with the exception of Traffic Records and Planning & Administration, are supported by Police Traffic Services activities.

### Planned Activities and Funding

The 2023 HSP identified 15 police traffic services projects to address the above performance measures and make progress towards the targets. **Table 3.17** lists the projects, the relevant performance measures, the Funds Approved to each project, and the project status.

**Table 3.17 FFY2023 Police Traffic Services**

<b>Activity Number</b>	<b>Activity</b>	<b>Funding Granted</b>	<b>Funds Expended</b>	<b>Project Status</b>
<b>402PT-23-03</b>	Municipalities Speed Enforcement	\$500,000.00	\$393,140.61	Complete
<b>402PT-23-04</b>	State Agencies (URI) Speed Enforcement	\$4,646.40	\$3,762.00	Complete
<b>M2HVE-23-02</b> <b>402OP-23-11</b>	Child Passenger Safety and Training	\$174,000.00 (405B Low) \$83,944.53 (402OP)	\$0.00 (405B Low) \$83,944.53 (402OP)	Complete
<b>ENF_AL-23-13</b>	Municipalities Impaired Driving – BAT (Breath Alcohol Testing) Mobile Providence	\$60,000.00	\$54,259.94	Complete
<b>402PS-23-05</b>	Municipalities Pedestrian/Bicycle Enforcement Patrols	\$126,000.00	\$41,263.32	Complete
<b>402DD-23-02</b>	RISP Distracted Driving Enforcement & Training	\$26,000.00	\$22,972.59	Complete
<b>402DD-23-03</b>	(URI) Distracted Driving Enforcement & Training	\$4,084.80	\$3,713.60	Complete
<b>F1906ER-23-05</b>	Law Enforcement Training	\$150,000.00	\$0.00	Incomplete
<b>402DD-23-07</b>	Municipal Distracted Driving Enforcement & Training	\$300,000.00	\$154,105.83	Complete
<b>402OP-23-07</b> <b>M2HVE-23-01</b>	URI Seat Belt Law Enforcement Patrols	\$6,018.72	\$246.40 \$246.40	Complete
<b>164AL-23-13</b> <b>164AL-23-14</b> <b>ENF_AL-23-14</b>	Municipalities Impaired Driving Law Enforcement Patrols & Training	\$400,000.00 (164)	\$10,646.29 (164) \$113,124.32 (164) \$133,698.23 (164)	Complete
<b>402PS-23-06B</b>	URI Pedestrian/Bike Enforcement Patrols	\$540.00	\$0.00	Incomplete
<b>ENF_AL-23-07</b>	URI State Agencies Alcohol Enforcement & Training	\$1,000.00	\$0.00	Incomplete
<b>402PT-23-02</b>	State Agencies (RISP) Speed Enforcement/Equipment	\$109,960.40	\$104,181.73	Complete
<b>402OP-23-10</b>	Municipalities/RISP Seat Belt Law Enforcement Patrols & Training	\$325,000.00	\$194,920.85	Complete



## Project Descriptions

In FFY 2023 OHS pursued 15 PTS projects to help meet fatality and serious injury performance targets, however, a couple were not completed as described below.

The following are descriptions of PTS projects, including the project title and outcome of the project over the 2023 fiscal year.

### **NHTSA 402PT-23-03: Municipalities Speed Enforcement**

**Subrecipient:** All Municipal Police Departments

Funding Source	Funds Granted	Funds Expended	Project Status
<b>Section 402PT</b>	\$500,000.00	\$393,140.61	Complete

#### **Description:**

OHS will fund overtime speed enforcement patrols by local city and town police departments for the National "Obey the Sign or Pay the Fine" campaign and sustained enforcement efforts throughout the grant year. In Rhode Island, a fatality is defined as speed-related if one of the driver-related factors includes driving over the speed limit, excessive speed, driving too fast for conditions, or racing. OHS may fund speed enforcement related equipment for in support of sustained enforcement efforts.

#### **Performance:**

As of October 16, 2023, the Municipal Police Departments issued 7,410 speeding citations with speed specific funds (5,207 hours, 10,951 contacts, 2,651 warnings) and an overall total of 11,762 speed citations with all grant funds combined.

### **NHTSA 402PT-23-04: State Agencies (URI) Speed Enforcement**

**Subrecipient:** URI Police

Funding Source	Funds Granted	Funds Expended	Project Status
<b>Section 402PT</b>	\$4,646.40	\$3,762.00	Complete

#### **Description:**

OHS will fund implementation of the "Obey the Sign or Pay the Fine" overtime speed enforcement patrols. Patrols are conducted 24 hours and there is mandatory participation in one annual enforcement period, during the first week of August. OHS may fund speed enforcement related equipment in support of sustained enforcement efforts.

#### **Performance:**

The University of Rhode Island Police issued 94 speeding citations with speed specific funds (61 hours, 133 contacts, 20 warnings) and an overall total of 97 speed citations with all grant funds combined.

**NHTSA M2HVE-23-02/NHTSA 402OP-23-11: Child Passenger Safety and Training****Subrecipient:** RISP and Municipal Law Enforcement

Funding Source	Funds Granted	Funds Expended	Project Status
<b>Section 405B Low</b>	\$174,000.00	\$0.00	Complete
<b>Section 402OP</b>	\$83,944.53	\$83,944.53	

**Description:**

This project provides funds for Rhode Island State Police and municipal police departments with qualified personnel (nationally certified Child Passenger Safety Technicians) to conduct CPS checks on a scheduled appointment basis or to assist at community held CPS events. These funds will also support training to get more officers certified to become Child Passenger Safety Technicians (CPST's), as well as to purchase child seats and supplies to be used at their department during installation appointments. The amounts allocated to each municipality were determined based on their town or city's problem identification, citation and detail history, ability to deploy details, overall community targeted safety needs and with a focus on providing for those populations in need or at risk.

**Performance:**

The Office on Highway Safety partnered with the Rhode Island State Police on Child Passenger Safety enforcement in FFY2023. Whether it be at their barracks across the state for scheduled seat checks, or at planned community events, families across Rhode Island benefited from the education and instruction of correct child safety seat installations. RISP were awarded a total of \$2,750.00 this fiscal year, and by the close of the fiscal year expended \$502.12. A total of 8 hours were worked, and 35 seats total were checked over the course of the year. RIDOT will continue to support this enforcement initiative that benefits families and children across the state in the coming fiscal years.

The Office on Highway Safety partnered again with law enforcement municipalities across the state on Child Passenger Safety enforcement in FFY2023. Whether it be at individual departments for scheduled seat checks, or at planned community events, families across Rhode Island benefited from the education and instruction of correct child safety seat installations. Municipalities were awarded a total of \$132,317.72 this fiscal year, and by the close of the fiscal year expended \$83,264.72. A total of 1,211 hours were worked, and 1,060 seats were checked over the course of the year. RIDOT will continue to support this enforcement initiative that benefits families and children across the state in the coming years.

**NHTSA ENF\_AL-23-13: Municipalities Impaired Driving – BAT (Breath Alcohol Testing) Mobile Providence****Subrecipient:** Providence Police Department

Funding Source	Funds Granted	Funds Expended	Project Status
<b>Section 164</b>	\$60,000.00	\$54,259.94	Complete

**Description:**

OHS will reimburse the Providence Police Department (PPD) for all pre-approved B.A.T. equipment, and overtime for the pre-approved PPD officers that are deemed necessary to utilize the BAT mobile to its greatest advantage on behalf of all RI police departments.

This tool will be employed in all communities throughout the state to assist with High Visibility Enforcement efforts regarding the detection and apprehension of impaired drivers. PPD's traffic unit will

schedule its usage and will assist with the processing and final disposition of any prisoners on the truck. If another department employs different protocols the BATmobile staff will acquiesce to those protocols.

B.A.T.Mobile Mobilization Calendar:

January- New Year’s Day; February- Super Bowl; March- St. Patrick’s Day; May- Cinco De Mayo and Memorial Day; June- High School and College Graduations; July- 4th of July; August- High Tourist Season; September- Labor Day; October- Halloween; November- Thanksgiving; December- Christmas/Holiday Parties, New Year’s Eve

All municipalities have agreed, as a part of their grant applications to utilize the B.A.T. Mobile.

**Performance:**

OHS reimbursed the Providence Police Department (PPD) for all necessary BAT equipment, and overtime for the PPD at two officers per day for each time the truck was utilized.

This tool was employed in all communities throughout the state and assisted with High Visibility Enforcement efforts regarding the detection and apprehension of impaired drivers. In FY23 the Batmobile saw increased usage by the RISP impaired driving unit which utilized the truck as a way to quickly and effectively process impaired driving suspects as the Providence officers assigned to staff the vehicle assist with the processing and final disposition of any prisoners. This allows officers to get back to duty and continue to enforce DUI laws.

The BATMobile is also an excellent general deterrent as it is parked in high traffic locations and signage is employed notifying the motoring public they are in an impaired driving enforcement zone.

The BATMobile was deployed 31 times for impaired driving enforcement efforts.

All municipalities have agreed, as part of their grant applications to utilize the BATMobile.

**NHTSA 402PS-23-05: Municipalities Pedestrian/Bicycle Enforcement Patrols**

**Subrecipient:** Law Enforcement Municipalities

Funding Source	Funds Granted	Funds Expended	Project Status
<b>Section 402PS</b>	\$126,00.00	\$41,263.32	Complete

**Description:**

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 due to high pedestrian and bicycle traffic. Specific times and locations will be based on local data and each community’s needs.

**Performance:**

During FFY23 grant funded patrols, law enforcement departments worked a total of 594 hours and issued a total of 333 Pedestrian Violations to motorists and pedestrians that failed to comply with RI laws within this emphasis area. The Office on Highway Safety looks forward to partnering with Rhode Island L.E. municipalities again in FFY2024 to continue their important work in ensuring the safety of vulnerable road users.

**NHTSA 402DD-23-02:** RISP Distracted Driving Enforcement & Training**Subrecipient:** RISP

Funding Source	Funds Granted	Funds Expended	Project Status
<b>Section 402DD</b>	\$26,000.00	\$22,972.59	Complete

**Description:**

OHS will fund implementation of specific Distracted Driving enforcement patrols by the RISP. Patrols are conducted day and night and there is mandatory participation in one annual enforcement period during the month of April 2023 (NHTSA's Distracted Driving Awareness Month). Members of the RISP attend the OHS' required training to offer consistent and complementary patrols to all cities and towns. The RISP has also committed to using their OHS funded Distracted Driving vehicle to increase their distracted driving outreach and patrols.

**Performance:**

- › Goal: Increase distracted driving violations by seven percent from 879 in 2022 to 941 during FFY 2023.
- › Unmet: 921 distracted driving violations issued during FFY 2023, an increase of 4.8 percent.

RISP remains committed to continuously ensuring the safety of all traveling motorists by stopping as many distracted drivers as possible. During 327 hours of OHS-funded distracted driving patrols in FFY 2023, 582 stops resulted in 190 distracted violations.

**NHTSA 402DD-23-03:** (URI) Distracted Driving Enforcement & Training**Subrecipient:** University of Rhode Island PD

Funding Source	Funds Granted	Funds Expended	Project Status
<b>Section 402DD</b>	\$4,084.80	\$3,713.60	Complete
	(Amendment 15)		

**Description:**

OHS will fund implementation of specific Distracted Driving enforcement patrols by the URI Police. Patrols are conducted day and night and there is mandatory participation in one annual enforcement period during the month of April 2023 (NHTSA's Distracted Driving Awareness Month).

**Performance:**

- › GOAL: Reduce distracted driving, as measured by observational survey, by ten percent.
- › MET/MAINTAINED: Compliance rate increased to 80% from initial FFY 2023 survey, remaining the same as the final survey percentage from FFY 2022. 120 contacts resulted in 84 distracted driving citations during 56 hours of patrol.

**NHTSA F1906ER-23-05: Law Enforcement Training****Subrecipient:** Law Enforcement

Funding Source	Funds Granted	Funds Expended	Project Status
<b>Section 1906</b>	\$150,000.00	\$0.00	Incomplete

**Description:**

On July 10, 2015 Governor Gina Raimondo signed House Bill, 2015-H 5819 Sub A, and Senate Bill, 2015-S 669 as Amended into law (R.I. Gen. Laws § 31-21.2-1 et seq.) The law, also known as the Comprehensive Police-Community Relationship Act of 2015 (CCPRA) "honors the community's desire for just stop and search procedures, while permitting law enforcement to maintain public safety and implement best practices."

The CCPRA required that law enforcement departments had to collect traffic stop data until December 31, 2019 which was submitted to the State to be analyzed by a yet to be determined contractor. Without the requirement to submit data but the ability of departments to continue with internal data collection, the contracted agency will develop and implement a training program for police departments that decide to voluntarily collect traffic stop records beyond 2020.

This training program will help them determine how to properly review their traffic stop records on an annual basis in the absence of a formal statewide analysis.

Racial profiling data collection is vital to maintain a level of transparency on enforcement efforts and the impacts HVE programs can have on these statistics. This data must be analyzed to observe the correlation of routine enforcement as compared to the HVE and related targeted audiences.

**Performance:**

We are waiting to hear from law enforcement on what kind of training they'll need to complement the outcome of an assessment.

**NHTSA 402DD-23-07: Municipal Distracted Driving Enforcement & Training****Subrecipient:** Municipal RI Law Enforcement Agencies

Funding Source	Funds Granted	Funds Expended	Project Status
<b>Section 402DD</b>	\$300,000.00	\$154,105.83	Complete

**Description:**

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 day and night and there is mandatory participation in one annual enforcement period during April 2023 (NHTSA's Distracted Driving Awareness Month). 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 are required to attend training developed and facilitated by Rhode Island's LEL.

**Performance:**

2,233 distracted driving citations issued during 2,557 hours of enforcement.

**NHTSA 402OP-23-07/NHTSA M2HVE-23-01: URI Seat Belt Law Enforcement Patrols**

**Subrecipient:** URI Police

Funding Source	Funds Granted	Funds Expended	Project Status
<b>Section 402OP</b>	\$6,018.72	\$246.40	Complete
<b>Section 405B Low</b>		\$246.40	

**Description:**

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 to June 2023 and state mobilizations. URI has promised to increase patrols and adhere to all mandated mobilizations. They will also remain flexible if those dates should change.

**Performance:**

The University of Rhode Island Police Department continued their work in Seat belt Enforcement and education during the 2023 Federal Fiscal Year. Departments followed the NHTSA communication’s calendar as well as local mobilizations for dates to focus their efforts on Click It or Ticket (CIOT) enforcement. Local Mobilizations took place during November 2022, March 2023, and September 2023 with the National Mobilization taking place during May/June 2023.

The URI PD worked a total of 8 hours and issued a total of 17 seat belt citations during FY23 NHTSA grant funded seat belt enforcement. They spent a total of \$492.80 The Office on Highway Safety is proud to partner with the URI PD again in FFY2024 to continue educating the Rhode Island driving public on the dangers present when not wearing a seat belt and hopes that performance measures will increase with the new fiscal year.

**NHTSA 164AL-23-13/NHTSA 164AL-23-14/NHTSA ENF\_AL-23-14: Municipalities Impaired Driving Law Enforcement Patrols & Training**

**Subrecipient:** Law Enforcement Agencies

Funding Source	Funds Granted	Funds Expended	Project Status
<b>Section 164</b>	\$400,000.00	\$10,646.29	Complete
		\$113,124.32	
		\$133,698.23	

**Description:**

Implementation of Drive Sober or Get Pulled Over (DSOGPO) overtime enforcement patrols by approximately 39 municipal police departments. Each law enforcement agency is funded to participate in the two DSoGPO annual mobilizations scheduled. If those dates become flexible all agencies have promised to dedicate patrols accordingly once the OHS advises them of any changes. 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. Every department is encouraged to run details on the weekends – Friday, Saturday into Sunday (Thursday night if clubs have concerts scheduled).

Departments follow the NHTSA statistical information on when most fatal and serious car crashes take place. Police Departments also use DDACTS to send out patrols where their individual community needs dictate different hours and days of week. In addition to the weekends police departments send out patrols for special and not so special holidays; St Patrick, Halloween, Thanksgiving, Christmas, New Year, super Bowl, Cinco de Mayo, sporting events, concerts, football games, start of school and end of school, etc.

**Performance:**

The amounts allocated to each municipality were determined based on the problem need, historical liquidation rates, and amount requested by the enforcement agency. Every department is encouraged to run details on the weekends – Friday, Saturday into Sunday (Thursday night if clubs have concerts scheduled).

Departments follow the NHTSA statistical information on when most fatal and serious car crashes take place. Police Departments also use DDACTS to send out patrols where their individual community needs dictate different hours and days of week. In addition to the weekends police departments send out patrols for special and not so special holidays; St Patrick, Halloween, Thanksgiving, Christmas, New Year, Super Bowl, Cinco de Mayo, sporting events, concerts, football games, start of school and end of school, etc.

**NHTSA 402PS-23-06B:** URI Pedestrian/Bike Enforcement Patrols

**Subrecipient:** URI Police

Funding Source	Funds Granted	Funds Expended	Project Status
<b>Section 402PT</b>	\$540.00	\$0.00	Incomplete

**Description:**

This task will provide funds to enable trained officers at the University of Rhode Island Police Department to conduct patrols aimed at enforcing the state’s pedestrian/bicycle laws. This grant 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 due to high pedestrian and bicycle traffic. Specific times and locations will be based on local data and each community’s needs.

**Performance:**

The University of Rhode Island Police Department was not able to spend any of their funds in Pedestrian and Bicycle education and enforcement during the 2023 Federal Fiscal Year. URI is new to this enforcement initiative and are looking to hold more decoy operations in the coming fiscal year. The Office on Highway Safety looks forward to partnering with The University of Rhode Island Police Department again in FFY2024 to continue their important work in ensuring the safety of vulnerable road users.

**NHTSA ENF\_AL-23-07:** URI State Agencies Alcohol Enforcement & Training

**Subrecipient:** URI Police

Funding Source	Funds Granted	Funds Expended	Project Status
<b>Section 164</b>	\$1,000.00	\$0.00	Incomplete

**Description:**

OHS will fund implementation of the “DSogPO” impaired driving enforcement patrols by the University of Rhode Island Police.

Patrols are conducted for 24 hours and there is mandatory participation in one annual enforcement period. The project will fund at least 160 plus enforcement hours. They will participate in all designated and mandatory impaired driving mobilizations.

Dates will be publicized and offered within their OHS extended grant agreement included with every law enforcement agency’s award.

**Performance:**

There was zero activity with this project in FY23 due to staffing shortages.

**NHTSA 402PT-23-02:** State Agencies (RISP) Speed Enforcement/Equipment

**Subrecipient:** Rhode Island State Police

Funding Source	Funds Granted	Funds Expended	Project Status
<b>Section 402PT</b>	\$109,960.40	\$104,181.73	Complete

**Description:**

OHS will fund implementation of the “Obey the Sign or Pay the Fine” overtime speed enforcement patrols by the Rhode Island State Police. OHS expects participation from all barracks. Patrols are conducted 24 hours and there is mandatory participation in one annual enforcement period, during the first week of August. OHS may fund speed enforcement related equipment for in support of sustained enforcement efforts.

**Performance:**

The Rhode Island State Police issued 1,552 speeding citations with speed specific funds (1,579 hours, 2,757 contacts, 231 warnings) and an overall total of 3,590 speed citations with all grant funds combined.

**NHTSA 402OP-23-10:** Municipalities/RISP Seat Belt Law Enforcement Patrols & Training

**Subrecipient:** RI Municipal and State Police

Funding Source	Funds Granted	Funds Expended	Project Status
<b>Section 402OP</b>	\$325,000.00	\$194,920.85	Complete

**Description:**

The Rhode Island State Police and Rhode Island Law Enforcement Municipalities continued their work in Seat belt Enforcement and education during the 2023 Federal Fiscal Year. RISP and the departments followed the NHTSA communications calendar as well as local mobilizations for dates to focus their



efforts on Click It or Ticket (CIOT) enforcement. Local Mobilizations took place during November 2022, March 2023, and September 2023 with the National Mobilization taking place during May/June 2023.

**Performance:**

The Rhode Island State Police worked a total of 160 hours this fiscal year and issued a total of 133 seat belt citations during NHTSA grant funded seat belt enforcement. Additionally, a total of 241 contacts were made and 17 warnings were issued over the course of the fiscal year. The State Police participated on all CIOT campaigns both local and national. The Office on Highway Safety is proud to partner with the state police again in FFY2023 to continue educating the Rhode Island driving public on the dangers present when not wearing a seat belt.

Law Enforcement municipalities worked a total of 2,760 hours and issued a total of 3,539 seat belt citations during NHTSA grant funded seat belt enforcement in FFY2023. The Office on Highway Safety is proud to partner with participating RI Law Enforcement municipalities again in FFY2024 to continue educating the Rhode Island driving public on the dangers present when not wearing a seat belt.

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## 3.10 Media

### Problem Statement

The RIDOT Office on Highway Safety recognizes that Media is a valuable tool for sharing information to the broadest possible audience and those messages go a long way to underscore the importance of our actions to reduce severity in traffic crashes.

### Performance Measures and Targets

**Table 3.18** summarizes the Media performance measures and targets identified in the 2023 HSP. The relationship between the individual projects and the performance measures are described in **Table 3.18**.

**Table 3.18 Media Performance Measures**

Performance Targets	Performance Measures
Increase perception of being ticketed for failure to wear safety belts "always" or "nearly always" from 33 percent in 2021 to 45 percent in 2023.	The perception of being ticketed for failure to wear seat belts "always" or "nearly always" was 33 percent in 2023.
Increase awareness of "Click It or Ticket" slogan from 84.0 percent in 2021 to 92 percent in 2023.	Drivers aware of "Click It or Ticket" slogan was 89 percent in 2023.
Increase perception of being arrested by law enforcement after drinking and driving "always" or "nearly always" from 50.3 percent in 2021 to 60 percent in 2023.	The perception of being arrested for after drinking and driving "always" or "nearly always" was 51 percent in 2023.
Increase recognition of DSoGPO impaired driving enforcement slogan from 61.1 percent in 2021 to 65 percent in 2023.	Drivers who recognize the DSoGPO slogan was 62 percent in 2023.

### Planned Activities and Funding

The 2023 HSP identified 17 media projects to address the above performance measures and make progress towards the targets. **Table 3.19** lists the projects, the relevant performance measures, the Funds Approved to each project, and the project status.

**Table 3.19 FFY2023 Media**

<b>Activity Number</b>	<b>Subrecipient</b>	<b>Funding Granted</b>	<b>Funds Expended</b>	<b>Project Status</b>
<b>164-23-10B</b>	Paid Media (AL)	\$500,000.00	\$248,579.47	Complete
<b>164-23-11B</b>	Creative Media (AL)	\$400,000.00	\$77,289.10	Complete
<b>EDU_AL-23-12</b>	Newport Gulls Drunk Driving Education	\$6,300.00	\$6,300.00	Complete
<b>402PM-23-06</b>	Creative Media (MC) - Awareness Personal Protective Gear	\$100,000.00	\$0.00	Incomplete
<b>402PM-23-01</b>	Paid Media (OP)	\$200,000.00	\$0.00	Incomplete
<b>402PM-23-02</b>	Creative Media (OP)	\$100,000.00	\$0.00	Incomplete
<b>402PM-23-03</b>	Paid Media (PT)	\$250,000.00	\$0.00	Incomplete
<b>402PM-23-04</b>	Creative Media (PT)	\$100,000.00	\$0.00	Incomplete
<b>402PM-23-05</b>	Paid Media (MC) Awareness Campaign (May)	\$110,000.00	\$0.00	Incomplete
<b>402OP-23-09</b>	Paid Media (CPS)	\$25,000.00	\$0.00	Did not occur
<b>FDLPEM-23-01</b>	Sports Marketing Advocacy, Awareness, Education LEARFIELD	\$75,000.00	\$75,000.00	Complete
<b>M8PE-23-02</b>	Creative Media Distracted Driving	\$400,000.00	\$0.00	Did not occur
<b>M8PE-23-03</b>	Paid Media Distracted Driving	\$400,000.00	\$10,122.80	Complete
<b>M8PE-23-05</b>	Creative Media Traffic Services (LE recruitment TS)	\$300,000.00	\$0.00	Did not occur
<b>M8PE-23-06</b>	Paid Media Traffic Services (LE recruitment TS)	\$300,000.00	\$0.00	Did not occur
<b>M9X-23-03</b>	Creative Media Motorcycle Public Ed and Outreach Campaign	\$57,476.91	\$0.00	Incomplete
<b>M9X-23-04B</b> <b>M9X-23-05SB</b>	Paid Media Motorcycle Public Ed and Outreach Campaign	\$82,957.57 (405F B) \$5,443.14 (405F SB)	\$0.00	Incomplete

### **Project Descriptions**

The following are descriptions of the Media projects, including the outcomes of the projects over the 2023 fiscal year.

**NHTSA 164-23-10B:** Paid Media (AL)**Subrecipient:** State Approved Media Vendor

Funding Source	Funds Granted	Funds Expended	Project Status
Section 164AL	\$500,000.00	\$248,579.47	Complete

**Description:**

OHS will develop and implement a statewide paid media campaign for the DSoGPO campaigns to coincide with enforcement mobilizations scheduled for December 2022 and August/September 2023 in addition to supporting monthly sustained enforcement. The target audience is 21-49-year-old adults. The media buy is expected to cover print, online and "out of home (billboard/bus/movie theater). Following social equity best practices, 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 ads include closed captioning. Additionally, the project will be evaluated based on the criteria set out in the Section 402 Advertising Guidance. When OHS implements a media plan we receive reach and frequency numbers and impressions listed to answer the "penetration of the target audience." Significantly, we will have 90+ reach and high frequency. As stipulated by the MPA contract, the selected vendor will conduct a comprehensive post-buy analysis, which will serve as the evaluation for this project. There is a need to create more localized messages that highlight local stories, issues, strengths and partners. We will increase our social media presence. OHS will also use our DMV surveys, and we rely on Providence media expertise to create media and to purchase media buys.

**Performance:**

Please see submitted media report.

**NHTSA 164-23-11B:** Creative Media (AL)**Subrecipient:** State Approved Media Vendor

Funding Source	Funds Granted	Funds Expended	Project Status
Section 164AL	\$400,000.00	\$77,289.10	Complete

**Description:**

OHS will enter a contract with a public relations firm (listed on our state's MPA list) for creative media to create and produce an impaired driving campaign that will move beyond our "Ripple Effect" efforts. These campaigns have offered increased awareness and education regarding Traffic Safety countermeasures targeting the reduction of impaired driving behavior. The campaigns specifically target alcohol related traffic behavior and fatalities. Due to the unprecedented reach and frequency of the campaigns, the Ripple Effect has become branded in motorists' minds and our strategy is to move beyond the brand with continued innovative attention-catching appeals to motorists on the issue of drunk driving.

**Performance:**

A contract was entered into with The RDW Group, which created "Part 5" of the "Ripple Effect" to include providing clear action items to stop impaired driving incidences. The Creative assets were subsequently deployed via the Paid Media Purchase and Placement Project, thus continuing to strengthen the brand and impact the research derived target audiences selected through a data driven process.

**NHTSA EDU\_AL-23-12: Newport Gulls Drunk Driving Education****Subrecipient:** Newport Gulls, Inc.

Funding Source	Funds Granted	Funds Expended	Project Status
<b>Section 164</b>	\$6,300.00	\$6,300.00	Complete

**Description:**

The Newport Gulls, members of the 13-team New England Collegiate Baseball League (NECBL), are a 501(c)(3) non-profit organization, founded as the Rhode Island Gulls in 1998 in Cranston, R.I., before moving to Newport in 2001. The organization is committed to recruiting, fielding, and developing a team of the nation's top collegiate baseball athletes and attracts 50,000 fans annually to Cardines Field. The Gulls are six-time champions of the NECBL – the winningest franchise in league history – and were ranked as the overall No. 1 summer collegiate baseball team in the country by Perfect Game USA in 2012. This sports marketing sponsorship agreement furthers the achievement of OHS's alcohol impaired driving performance targets. The Alcohol Impaired Driving Awareness Program will target the many negative results caused by Alcohol Impaired Driving. The target audience is men and women throughout Newport County and its surrounding area as well as the many tourists that visit Rhode Island throughout the summer. This project will be implemented by creating a presence at Cardines Field via signage and PA Announcements, throughout the Gulls Social Media Accounts and Website and when Gulls players and staff make community appearances. In partnership with OHS, the Newport Gulls will serve as part of a multi-media campaign to bring awareness to the dangers of Alcohol Impaired Driving. Mirroring the OHS overall comprehensive media strategy, the Newport Gulls Alcohol Impaired Driving Awareness Program will be comprehensive - utilizing print and PA announcements to 50,000 individuals and information disseminated on Gulls social media.

**Performance:**

All deliverables met. Large banners at Cardines Field, Newport. Printed media – 5,000 Media Guides; 25,000 Pocket Schedules. Inclusion on the Newport Gulls Website.

**NHTSA 402PM-23-06: Creative Media (MC) - Awareness Personal Protective Gear****Subrecipient:** State Approved Media Vendor

Funding Source	Funds Granted	Funds Expended	Project Status
<b>Section 402PM</b>	\$100,000.00	\$0.00	Incomplete

**Description:**

OHS will develop creative media in the three major areas: impaired driving, protective gear, and speeding. OHS will address and appeal to motorcycle riders in specific age groups and demographics based on 2017 to 2021 data trends. As supported by data, the target audience for motorcycle media is older than for most of other media programs and includes adults 18 to 49 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. OHS will use a State of Rhode Island Master Price Agreement (MPA) vendor to design the creative materials. Focus groups will be conducted to

determine the best creative direction to reach this audience. There is a need to create more localized messages that highlight local stories, local issues, strengths and partners.

**Performance:**

We were unable to meet a state timeline for this approval process to take place and to track media outcomes.

**NHTSA 402PM-23-01: Paid Media (OP)**

**Subrecipient:** State Approved Media Vendor

Funding Source	Funds Granted	Funds Expended	Project Status
<b>Section 402PM</b>	\$200,000.00	\$0.00	Incomplete

**Description:**

OHS will develop and implement a statewide paid and earned media campaign for the CIOT campaigns scheduled for November 2022, March 2023, May 2023, and September 2023. The target audience will be 16- 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 for the hearing impaired. In addition, this project will be evaluated based on the criteria set out in the Section 402 Advertising Space Guidance using a State of Rhode Island Master Price Agreement (MPA) vendor. As stipulated by the MPA contract, the selected vendor will conduct a comprehensive post-buy analysis, which will serve as the evaluation for this project. RI OHS will measure before and after message recognition.

**Performance:**

We were unable to meet a state timeline for this approval process to take place and to track media outcomes.

**NHTSA 402PM-23-02: Creative Media (OP)**

**Subrecipient:** State Approved Media Vendor

Funding Source	Funds Granted	Funds Expended	Project Status
<b>Section 402PM</b>	\$100,000.00	\$0.00	Incomplete

**Description:**

OHS will contract with a State of RI approved media consultant to create and produce a major occupant restraint campaign. Our primary target market will be males 18-34 years old -- English and Spanish speaking -- with rural drivers as a secondary audience. OHS has long believed OHS messaging needs to be localized to RI's uniqueness. 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 the Texas DOT's "Buckle Up in Your Truck" campaign as a starting point for our creative media campaign and customize it to resonate with the unique demographics and

characteristics of RI to reach these audiences. Focus groups will be conducted to determine the best creative direction.

**Performance:**

We were unable to meet a state timeline for this approval process to take place and to track media outcomes.

**NHTSA 402PM-23-03: Paid Media (PT)**

**Subrecipient:** State Approved Media Vendor

Funding Source	Funds Granted	Funds Expended	Project Status
<b>Section 402PM</b>	\$250,000.00	\$0.00	Incomplete

**Description:**

OHS will continue our statewide paid and earned media campaigns for the "Know The Limits" campaign and "Obey the Sign or Pay the Fine" law enforcement mobilizations. The target audience will be 16- to 34-year-old males. Media materials are 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. As stipulated by the MPA contract, the selected vendor will conduct a comprehensive post-buy analysis, which will serve as the evaluation for this project.

**Performance:**

We were unable to meet a state timeline for this approval process to take place and to track media outcomes.

**NHTSA 402PM-23-04: Creative Media (PT)**

**Subrecipient:** State Approved Media Vendor

Funding Source	Funds Granted	Funds Expended	Project Status
<b>Section 402PM</b>	\$100,000.00	\$0.00	Incomplete

**Description:**

OHS' contract with a public relations firm for creative media will include creation and production of ads relating to the "Know the Limits – Never Speed" statewide campaign. Focus groups will be conducted to determine the best creative direction to reach these audiences. 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. In 2020 OHS created a SPEED community toolbox within its media contract that enhanced the media safety message and serves as a platform for our community stakeholders to share the messaging and offers a consistent educational/awareness component, which will be relevant for several years.

**Performance:**

We were unable to meet a state timeline for this approval process to take place and to track media outcomes.

**NHTSA 402PM-23-05:** Paid Media (MC) Awareness Campaign (May)

**Subrecipient:** State Approved Media Vendor

Funding Source	Funds Granted	Funds Expended	Project Status
Section 402PM	\$110,000.00	\$0.00	Incomplete

**Description:**

OHS will enter a contract with a State approved media vendor to purchase advertising space for Motorcycle Safety Awareness. When OHS implements a media plan we receive reach and frequency numbers and impressions listed to determine the “penetration of the target audience.” Our primary target audience will be adults ages 18-49. The date of the campaign is May 2023, and the message will be to all motorists that “Motorcycle Safety Is a Two-Way Street.” We will assure that our creative media be showcased via social media, TV ads, radio and out of home media such as billboards and bus sides.

**Performance:**

We were unable to meet a state timeline for this approval process to take place and to track media outcomes.

**NHTSA 402OP-23-09:** Paid Media (CPS)

**Subrecipient:** State Approved Media Vendor

Funding Source	Funds Granted	Funds Expended	Project Status
Section 402OP	\$25,000.00	\$0.00	Did not complete.

**Description:**

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 and “out of home” (billboard/bus) with the target market of parents and caregivers, with an emphasis on women between 18 and 40. The media buy will coincide with 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 for the hearing impaired. In addition, this project will be evaluated based on the criteria set out in the Section 402 Advertising Space Guidance. As stipulated by the MPA contract, the selected vendor will conduct a comprehensive post-buy analysis, which will serve as the evaluation for this project.

**Performance:**

RFP delay in approval process. Continued into FFY 2024.



**NHTSA FDLPEM-23-01:** Sports Marketing Advocacy, Awareness, Education LEARFIELD**Subrecipient:** A-L Tier II LLC-01

Funding Source	Funds Granted	Funds Expended	Project Status
<b>Section 405D Low</b>	\$75,000.00	\$75,000.00	Complete

**Description:**

Learfield IMG contracts with the Rhode Island Convention Center to market advertising for the following Providence sports and entertainment venues in addition to the Convention Center itself: the Amica Mutual Pavilion (AMP) and The VETS (aka Veterans Memorial Auditorium). Sports fans and event goers attend Providence Bruins and Providence College Friars games as well as other concerts and shows among the venues. Between the AMP, the Rhode Island Convention Center, and the VETS, OHS messaging will reach over 1,000,000 local sports and entertainment event goers. The demographics for the Providence Bruins and Providence College Friars skew towards college aged to middle aged males, which have shown to be a target audience for the Impaired Driving and Distracted Driving Messaging. The project will be implemented by Learfield IMG Colleges' local team at Providence Venues & Sports Properties. Assets with alcohol impaired driving and distracted driving messaging will be in the form of two fixed position dasher board signs with the Providence Bruins on opposite, high visibility locations at ice level. Also included is scoreboard messaging in-game with the P-Bruins and digital signage on the concourse, which will run during all P-Bruins, PC Friars, and conferences at all events held in the AMP, RI Convention Center and The VETS during the 2022-2023 event season.

**Performance:**

All deliverables met. Between sports and entertainment marketing at The University of Rhode Island (URI) (Ryan Center and Boss Arena), The Amica Mutual Pavilion (AMP), The Rhode Island Convention Center, and the VETS (Veterans Memorial Auditorium), Learfield reached over 1,500,000 local sports and entertainment event goers. Assets with alcohol impaired driving were in the form of:

- › Three (3) fixed position dasher board signs with the Providence Bruins Hockey, Providence College (PC) Hockey, URI Hockey -- all high visibility locations at ice level.
- › Scoreboard messaging in-game with the P-Bruins
- › Digital signage concourse, which ran during all URI, P-Bruins, PC Friars, family shows, concerts, special events and conferences at all events held in the AMP, RI Convention Center, and the VETS.

**NHTSA M8PE-23-02:** Creative Media Distracted Driving**Subrecipient:** State Approved Media Vendor

Funding Source	Funds Granted	Funds Expended	Project Status
<b>Section 405E</b>	\$400,000.00	\$0.00	Did not occur

**Description:**

The new creative will follow the strategy of using an emotional appeal, as was used in the media developed when the "Hands-Free" Law first went into effect in 2018. The creative will be used to support law enforcement mobilizations, including National Distracted Driving Month in April 2023. The primary target audience will be adults between the ages of 18 and 49. Focus groups will be conducted to affirm the best creative direction to reach this groups. In accordance with NHTSA regulation, the television spots will be closed-captioned for the hearing impaired. In 2019 RI's OHS supported the creation of a Distracted Driving Campaign that offered first-person stories from people who spoke to their friends and families

asking them to NOT drive distracted. In 2022-3, it is our plan to extend that reach and educate the public that texting while driving is not the only type of distracted driving that we are concerned about. We will track and evaluate components via surveys and polls and social media contacts.

**Performance:**

RFP delay in approval process. Continued into FFY 2024.

**NHTSA M8PE-23-03: Paid Media Distracted Driving**

**Subrecipient:** State Approved Media Vendor

Funding Source	Funds Granted	Funds Expended	Project Status
<b>Section 405E</b>	\$400,000.00	\$10,122.80	Complete

**Description:**

OHS will fund placement of media to support law enforcement mobilizations, including during National Distracted Driving Month (April 2023). Our primary target audience will be adults between 18 to 49 years old. This project will be evaluated based on the criteria set out in the Section 402 Advertising Space Guidance. As stipulated by the MPA contract, the selected vendor will conduct a comprehensive post-by analysis, which will serve as the evaluation for this project.

**Performance:**

RFP delay in approval process. Continued into FFY 2024. We contracted with a local media vendor to create a distracted driving campaign used to promote safe driving for the Labor Day weekend.

**NHTSA M8PE-23-05: Creative Media Traffic Services (LE recruitment TS)**

**Subrecipient:** State Approved Media Vendor

Funding Source	Funds Granted	Funds Expended	Project Status
<b>Section 405E</b>	\$300,000.00	\$0.00	Did not occur

**Description:**

This project will provide for the contracting with a State Approved Media/Marketing Vendor to produce creative media to assist Rhode Island Law Enforcement Agencies (LEAs) with recruitment by making potential applicants for LEA Police Academies aware of the benefits Law Enforcement (LE) makes to traffic safety by highlighting the work of OHS LE "Traffic Safety Champions." This project will emphasize equity by addressing all communities in Rhode Island. LEAs are having difficulty recruiting potential applicants. This greatly affects the available pool of officers to work on identified traffic safety problems in all RI communities. This project will include the expert advice and guidance of our NHTSA Region 1 Team and our local community and law enforcement representatives. It will include a focus group/survey aspect before any approvals of necessary RFP driven contracts are awarded.

**Performance:**

RFP delay in approval process. Continued into FFY 2024.

**NHTSA M8PE-23-06:** Paid Media Traffic Services (LE recruitment TS)

**Subrecipient:** State Approved Media Vendor

Funding Source	Funds Granted	Funds Expended	Project Status
<b>Section 405E</b>	\$300,000.00	\$0.00	Did not occur

**Description:**

This project will provide for the contracting with a State Approved Media/Marketing Vendor to produce creative media to assist Rhode Island Law Enforcement Agencies (LEAs) with recruitment by making potential applicants for LEA Police Academies aware of the benefits Law Enforcement (LE) makes to traffic safety by highlighting the work of OHS LE "Traffic Safety Champions." This project will emphasize equity by addressing all communities in Rhode Island. LEAs are having difficulty recruiting potential applicants. This greatly affects the available pool of officers to work on identified traffic safety problems in all RI communities. This project will include the expert advice and guidance of our NHTSA Region 1 Team and our local community and law enforcement representatives. It will include a focus group/survey aspect before any approvals of necessary RFP driven contracts are awarded.

**Performance:**

RFP delay in approval process. Continued into FFY 2024.

**NHTSA M9X-23-03:** Creative Media Motorcycle Public Ed and Outreach Campaign

**Subrecipient:** State Approved Media Vendor

Funding Source	Funds Granted	Funds Expended	Project Status
<b>Section 405F</b>	\$57,476.91	\$0.00	Incomplete

**Description:**

The OHS will contract with a public relations firm for creative media will include creation and production of ads relating to the "Share The Road" motorcycle safety statewide campaign. Focus groups will be conducted to determine the best creative direction to reach targeted audiences. 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. In 2020 OHS created motorcycle campaign material using 402 funding to support motorcycle driving safety. It is time to support that initiative with a campaign directed towards all drivers on the road with the motorcycle driving public.

**Performance:**

We were unable to meet a state timeline for this approval process to take place and to track media outcomes.

**NHTSA M9X-23-04B/NHTSA M9X-23-05SB:** Paid Media Motorcycle Public Ed and Outreach Campaign  
**Subrecipient:** State Approved Media Vendor

Funding Source	Funds Granted	Funds Expended	Project Status
<b>Section 405F B</b>	\$82,957.57	\$0.00	Incomplete
<b>Section 405F SB</b>	\$5,443.14		

**Description:**

OHS will support our paid MC media efforts with a statewide paid and earned campaign using the “Share The Road”. Media materials will be produced in both Spanish and English and the venues chosen will be based on market data for the general public. In addition, this project will be evaluated based on the criteria set out in the Section 402 Advertising Space guidance. As stipulated by our MPA contract, the selected vendor will conduct a comprehensive post-buy analysis which will serve as the evaluation for this project.

**Performance:**

We were unable to meet a state timeline for this approval process to take place and to track media outcomes.

## 3.11 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 3.20** summarizes the planning and administration performance measures and targets identified in the 2023 HSP. The relationship between the individual projects and the planning and administration performance measures are described in **Table 3.20**.

**Table 3.20 Planning and Administration Performance Measures**

<b>Performance Targets</b>	<b>Performance Measures</b>
Administer a fiscally responsible, effective highway safety program that is data driven, includes stakeholders, and addresses State specific safety characteristics.	<p>Conduct a Stakeholders' meeting to receive input for development of the FFY 2024 HSP - Completed</p> <p>Deliver the FFY 2023 Annual Report by January 28, 2024 – Completed.</p> <p>Deliver the 2024-2026 Triennial Highway Safety Plan by July 1, 2023 – Completed.</p> <p>Deliver the Federal Fiscal Year 2024 Highway Safety Plan by August 1, 2023 – Completed.</p>

### Planned Activities and Funding

The 2023 HSP identified 7 planning and administration projects to address the above performance measures and make progress towards the targets. **Table 3.21** lists the projects, the relevant performance measures, the Funds Approved to each project, and the project status.

**Table 3.21 FFY2023 Planning & Administration**

<b>Activity Number</b>	<b>Subrecipient</b>	<b>Funding Granted</b>	<b>Funds Expended</b>	<b>Project Status</b>
<b>164PA-23-01</b>	Audit Fees	\$24,000.00 (164)	\$1,535.85 (164)	N/A
<b>402PA-23-00</b>		\$25,000.00 (402PA)	\$954.99 (402PA)	
<b>F1906ER-23-00</b>		\$2,800.00 (1906)	\$0.00 (1906)	
<b>M3DA-23-00</b>		\$2,700.00 (405C)	\$366.20 (405C)	
<b>M6X-23-00</b>		\$5,000.00 (405D Low)	\$433.06 (405D Low)	
<b>M8X-23-01</b>		\$2,300.00 (405E)	\$202.25 (405E)	
<b>402PA-23-01</b>		Membership and Dues	\$ 30,000.00	
<b>402PA-23-02</b>	Office Equipment	\$ 35,000.00	\$0.00	N/A
<b>402PA-23-03</b>	Office Supplies	\$ 30,000.00	\$1,116.09	N/A
<b>402PA-23-04</b>	Preparation of Highway Safety Performance Plan and Annual	\$ 200,000.00	\$81,443.22	Complete

	Program Evaluation Report, support of SHSP activities			
<b>402PA-23-05</b>	Travel and Training	\$ 65,000.00	\$10,425.95	N/A
<b>402PA-23-06</b>	Grants Management System	\$ 200,000.00	\$3,071.19	Incomplete
<b>402TR-23-01</b> <b>402SA-23-01</b> <b>402DD-23-01</b> <b>164PA-23-02</b> <b>M2HVE-23-04</b> <b>FDL*SA-23-01</b> <b>M8PE-23-08</b> <b>M8*PS-23-03</b> <b>M8*TR-23-02</b> <b>M8*SE-23-01</b> <b>M8*TSP-23-02</b> <b>402MC-23-01</b> <b>402OP-23-01</b> <b>402PS-23-01</b> <b>402PT-23-01</b>	OHS Salaries	\$50,000.00 (402TR) \$106,000.00 (402SA) \$100,000.00 (402DD) \$900,000.00 (164)	\$73,328.49 (402TR) \$88,725.15 (402SA) \$80,664.57 (402DD) \$544,883.73 (164) \$20,087.46 (405B Low) \$15,457.92 (405D Low) \$0.00 (405E) \$11,203.42 (405E) \$15,214.46 (405E) \$19,302.05 (405E) \$15,579.86 (405E) \$70,916.29 (402MC) \$172,332.3 (402OP) \$72,131.34 (402PS) \$118,001.34 (402PT)	N/A

### Project Descriptions

The following are descriptions of the Planning and Administration projects, including the outcomes of the projects over the 2023 fiscal year.

**NHTSA 164PA-23-01/NHTSA 402PA-23-00/NHTSA F1906ER-23-00/NHTSA M3DA-23-00/NHTSA M6X-23-00/NHTSA M8X-23-01: Audit Fees**

**Subrecipient:** Rhode Island Office on Highway Safety

Funding Source	Funds Granted	Funds Expended	Project Status
<b>Section 164</b>	\$24,000.00	\$1,535.85	N/A
<b>Section 402PA</b>	\$25,000.00	\$954.99	
<b>Section 1906</b>	\$2,800.00	\$0.00	
<b>Section 405C</b>	\$2,700.00	\$366.20	
<b>Section 405D Low</b>	\$5,000.00	\$433.06	
<b>Section 405E</b>	\$2,300.00	\$202.25	

**Description:**

Fees charged by the State of Rhode Island based on cash receipts from NHTSA.

**Performance:**

Administrative Tasks and Expenses needed to support all HSP Performance Measures.

**NHTSA 402PA-23-01: Membership and Dues**

**Subrecipient:** Rhode Island Office on Highway Safety

Funding Source	Funds Granted	Funds Expended	Project Status
Section 402PA	\$30,000.00	\$4,820.80	N/A

**Description:**

This project will allow RI's OHS to support their annual GHSA dues to remain active members. It will also support the growth and work of the WTS as we try to increase our leadership of advancing women in transportation safety. Both organizations are dedicated to creating a more diverse, inclusive, and equitable safety partnerships.

**Performance:**

Administrative Tasks and Expenses needed to support all HSP Performance Measures.

**NHTSA 402PA-23-02: Office Equipment**

**Subrecipient:** Rhode Island Office on Highway Safety

Funding Source	Funds Granted	Funds Expended	Project Status
Section 402PA	\$35,000.00	\$0.00	N/A

**Description:**

This project will fund OHS office copier/fax machine lease and maintenance. It will also offer the ability to purchase possible new IT equipment and software related to an OHS grants management system. Everything we purchase needs to support our remote working situation in relation to creating, implementing, and monitoring and evaluation our annual HSP projects and partners.

**Performance:**

Administrative Tasks and Expenses needed to support all HSP Performance Measures.

**NHTSA 402PA-23-03: Office Supplies**

**Subrecipient:** Rhode Island Office on Highway Safety

Funding Source	Funds Granted	Funds Expended	Project Status
Section 402PA	\$30,000.00	\$1,116.09	N/A

**Description:**

Developing and monitoring RI's HSP requires the purchase of office supplies which support our computers systems, phone charges, and other various supplies which assist our daily tasks and responsibilities.



**Performance:**

Administrative Tasks and Expenses needed to support all HSP Performance Measures.

**NHTSA 402PA-23-04:** Preparation of Highway Safety Performance Plan and Annual Program Evaluation Report, support of SHSP activities

**Subrecipient:** Rhode Island Office on Highway Safety

Funding Source	Funds Granted	Funds Expended	Project Status
<b>Section 402PA</b>	\$200,000.00	\$81,443.22	Complete

**Description:**

OHS will contract for the development and production of the HSP and the AR required by NHTSA. The project will also fund the development of annual targets for fatalities, fatality rate, and serious injuries. These activities include a review of historic safety performance, estimates for the previous years, and discussion of trends observed to date and their implications on meeting targets. As an overview of various methods used to estimate a range of potential targets will be documented. The information gathered for these tasks was presented to various stakeholders within RIDOT and to the state MPO for review. This project also provides funds to assist with the development and execution of RI's SHSP. Specific tasks include annual refinement of all emphasis areas based on current data trends and execution of certain countermeasures identified such as pedestrian and bicycle education, DDACTS for impaired driving, etc.

**Performance:**

The Highway Safety Plan and Annual Report were created internally and supported by VHB as OHS paid consultant. VHB also provided public participation and engagement support over the course of the year.

**NHTSA 402PA-23-05:** Travel and Training

**Subrecipient:** Rhode Island Office on Highway Safety

Funding Source	Funds Granted	Funds Expended	Project Status
<b>Section 402PA</b>	\$65,000.00	\$10,425.95	N/A

**Description:**

Although in the past few years OHS staff has been unable to travel due to state policies, we continue to hope those policies will soon be re-adjusted and safety staff will be allowed to attend in-state and out of state highway safety conferences and training sessions.

**Performance:**

Administrative Tasks and Expenses needed to support all HSP Performance Measures.

**NHTSA 402PA-23-06: Grants Management System****Subrecipient:** Rhode Island Office on Highway Safety

Funding Source	Funds Granted	Funds Expended	Project Status
<b>Section 402PA</b>	\$200,000.00	\$3,071.19	Incomplete

**Description:**

Grant management is the process and method the OHS will use to oversee our NHTSA funded grants, reimbursement processes, application processing, monitoring, and year end reporting. It will encompass every part of a NHTSA grant's lifecycle, from pre-award research through post-award grant closeout. The process is always evolving and includes various lifecycle tasks through its unique award phases.

Grantmaking is a complex and time-consuming exercise, even for our relatively small sub-recipients. The entire process — including tracking scores of applications, reviewers, requirements, and payments simultaneously — takes serious planning, foresight, and we believe that a good grants management software solution will keep us organized and more efficient and effective as a small safety team. We believe it strengthen our communications with applicants and grantees for the duration of the grant life cycle. The software should automate many of our administrative tasks associated with grantmaking, freeing staff to concentrate on strategy, relationships, and opportunities otherwise lost inside an inefficient grantmaking process. With developments in technology, the smart use of data has become a priority for grants management packages and once integrated into our grants management system with external data from organizations and DOT's crash data repository we can access critical information that we can use to put resources in the hands of our sub-recipients much more quickly.

Modern grants management software also allows organizations one-click access to their own grantmaking data (e.g., geographical, program area, funds awarded, and more), revealing insights that are revolutionizing the way philanthropy thinks about grantmaking.

As interfaces become easier to use and mobile technology becomes commonplace, foundation staff has quicker access to the data it needs — anytime, anywhere.

**Performance**

With the new NHTSA Final Ruling being released and implemented for the first time, OHS decided to hold on this project for FFY 2023. Although the program itself was not completed as hoped, we did take support payment for VHB's expertise in holding the project for our future needs. It was a staffing charge. The project will resume in a future year with a clearer understanding of how the new Final Ruling may change how projects are awarded or funded.

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**NHTSA 402TR-23-01/NHTSA 402SA-23-01/NHTSA 402DD-23-01/NHTSA 164PA-23-02/NHTSA M2HVE-23-04/NHTSA FDL\*SA-23-01/NHTSA M8PE-23-08/NHTSA M8\*PS-23-03/NHTSA M8\*TR-23-02/NHTSA M8\*SE-23-01/NHTSA M8\*TSP-23-02/NHTSA 402MC-23-01/NHTSA 402OP-23-01/NHTSA 402PS-23-01/NHTSA 402PT-23-01: OHS Salaries**

**Subrecipient:** Office on Highway Safety

Funding Source	Funds Granted	Funds Expended	Project Status
<b>Section 402TR</b>	\$50,000.00	\$73,328.49	N/A
<b>Section 402SA</b>	\$106,000.00	\$88,725.15	
<b>Section 402DD</b>	\$100,000.00	\$80,664.57	
<b>Section 164</b>	\$900,000.00	\$544,883.73	
<b>Section 405B Low</b>		\$20,087.46	

<b>Section 405D Low</b>		\$15,457.92	
<b>Section 405E</b>		\$61,299.79	
<b>Section 402MC</b>	\$100,000.00	\$70,916.29	
<b>Section 402OP</b>	\$325,000.00	\$172,332.3	
<b>Section 402PS</b>	\$150,000.00	\$72,131.34	
<b>Section 402PT</b>	\$175,000.00	\$118,001.34	

**Description:**

This project will fund the ability of OHS to obtain the necessary equipment, programs, and services to provide web-based training opportunities. These trainings may include all highway safety program areas to educate our stakeholders to include law enforcement and community groups. Services to conduct web-based training require fees to host such events.

**Performance:**

Administrative Tasks and Expenses needed to support all HSP Performance Measures.

## 4

## State Attitudes Survey Reports

### 4.1 Rhode Island Click it or Ticket Campaign 2023 – 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 of the Summer 2023 survey effort surrounding the Click It or Ticket Initiative. The 2023 survey is probability-based, and estimates are representative of seat belt use for the entire state of Rhode Island. Statewide belt use (the official belt use rate reported to NHTSA) is derived solely from *daytime* observations; the 2023 survey results provide an up-to-date estimate comparable to the previous statewide surveys of belt use. Across the 90 observation sites, 14,027 drivers and front-seat outboard passengers were observed during daytime hours. The weighted use rate for these drivers and passengers was 89.1 percent, a slight increase from the previous year (2022).

#### Basic Information and Demographics

In 2023, 501 web awareness survey was collected. **Table 4.1** summarizes the demographic characteristics of the web survey respondents. Roughly half of respondents were female (51.1%) and (48.1%) respectively were male. The two most common reported age categories for respondents were 60+ years old (32.1%) and second most common age group were 21-34 years old (23.6%). Most respondents were Caucasian (77.0%) followed by multiple races/ethnicities (6.2%) and Spanish/Hispanic/Latino (5.6%). Majority of the respondents fall into the \$50,000 to \$74,999 income bracket (17.8%). Most of the respondents had bachelor’s degree (28.6%) or High school or equivalent (GED) (40.6%).

**Table 4.1 Demographic Characteristics of Survey Respondents**

Characteristic	Percentage (%)
<b>Gender</b>	
Male	48.1
Female	51.1
Other	0.8
<b>Total (N)</b>	<b>100% (N=501)</b>
<b>Age</b>	
18-20	3.6
21-34	23.6
35-49	22.8
50-59	18.0

<b>Characteristic</b>	<b>Percentage (%)</b>
60+	32.1
No Response	0.0
<b>Total (N)</b>	<b>100% (N=501)</b>
<b>Race</b>	
Caucasian	77.0
African American	5.4
Spanish/Hispanic/Latino	5.6
American Indian/Alaskan	
Native	1.0
Asian	2.0
Native Hawaiian or Other	
Pacific Islander	0.0
Multiple Responses	6.2
Other & No Response	2.8
<b>Total (N)</b>	<b>100% (N=500)</b>
<b>Income</b>	
Less than \$25,000	17.0
\$25,000 to \$34,999	12.6
\$35,000 to \$49,999	14.0
\$50,000 to \$74,999	17.8
\$75,000 to \$99,999	12.8
\$100,000 to \$149,999	11.4
\$150,000 to \$199,999	3.4
Over \$200,000	3.0
No Response	8.0
<b>Total (N)</b>	<b>100% (N=500)</b>
<b>Education</b>	
Some high school	3.4
High school or equivalent (GED)	40.6
Bachelor's degree	28.6
Master's degree	10.2
Ph.D. or higher	2.4
Trade school	5.8
Other & No Response	9.0
<b>Total (N)</b>	<b>100% (N=500)</b>

**Table 4.2** summarizes the findings for the survey questions. Questions were grouped together with others based on subject similarity.

### **Belt Use, Belt Use Change & Belt Ticketing Perceptions**

For the question regarding how often respondents use a seat belt, 88.6% of respondents said they always use a seat belt while only 0.4% said they never use a seat belt. Similarly, use of a seat belt in the rear seat, the majority of the respondents

said they always use a seat belt (65.4%) and only 3.6% of the respondents said they never use it.

**Table 4.2 Self-Reported Belt Use and Belt Use Change**

<b>Question</b>	<b>Percentage (%)</b>
<b>Q6. How often do you wear a seat belt when you drive or ride in a motor vehicle?</b>	
Always	88.6
Nearly Always	7.0
Sometimes	2.8
Rarely	1.2
Never	0.4
<b>Total (N)</b>	<b>100% (N=501)</b>

<b>Question</b>	<b>Percentage (%)</b>
<b>Q7. How often do you wear a seat belt when you are a REAR SEAT passenger in a motor vehicle?</b>	
Always	65.4
Nearly Always	15.0
Sometimes	10.2
Rarely	5.8
Never	3.6
<b>Total (N)</b>	<b>100% (N=500)</b>

Perceptions about the chances of getting a ticket while not wearing a seat belt is showed in the following questions. Only 17.6% of the respondents think that chances are of someone getting a ticket for not wearing a seat belt during daylight hours is "always". Similarly, 12.8% of the respondents think the chances are of someone getting a ticket for not wearing a seat belt after dark is 'always". In the daylight scenario, a majority of the respondents think that there is only possibility of "sometimes" to get a ticket whereas in the after dark scenario, a majority of the respondents think that there is only possibility of "rarely" to get a ticket. **Table 4.3** shows response-level results.

**Table 4.3 Chance of Belt Ticketing**

<b>Question</b>	<b>Percentage (%)</b>
<b>Q8. What do you think the chances are of someone getting a ticket for not wearing a seat belt during DAYLIGHT hours?</b>	
Always	17.6
Nearly Always	15.8
Sometimes	45.5
Rarely	18.6
Never	2.6
<b>Total (N)</b>	<b>100% (N=501)</b>

<b>Question</b>	<b>Percentage (%)</b>
<b>Q9. What do you think the chances are of someone getting a ticket for not wearing a seat belt AFTER DARK?</b>	
Always	12.8
Nearly Always	10.4
Sometimes	34.0
Rarely	35.6
Never	7.2
<b>Total (N)</b>	<b>100% (N=500)</b>

Some changes in self-reported distracted driving behaviors were observed. Respondents were asked how often they 1) *talk on a handheld phone*, 2) *talk on a hands-free device*, and 3) *send text messages or emails* while driving.

The percentage of respondents that reported “Always” or “Nearly Always” talking on a hand-held cellular phone while driving was 3.0 percent and 2.0 percent, respectively. Similarly, the percentage of respondents that reported “Always” or “Nearly Always” send text messages or emails on a hand-held cellular phone while driving was 1.8 and 2.6 percent, respectively. When asked if they have you read, seen, or heard anything about police being focused on enforcing distracted driving related to handheld cell phone use in the past 90 days, only 33.1 percentage of respondents said “Yes”. The percentage of respondents that reported “Always” or “Nearly Always” think the chances are of someone getting a ticket for talking on a handheld cell phone while driving is 16.4 and 19.6 percent, respectively. Similarly, the percentage of respondents that reported “Always” or “Nearly Always” think the chances are of someone getting a ticket for sending text messages or emails on a hand-held cellular phone while driving is 15.6 and 19.4 percent, respectively.

<b>Question</b>	<b>Percentage (%)</b>
<b>Q12. How often do you talk on a <u>HANDHELD</u> cell phone while driving?</b>	
Always	3.0
Nearly Always	2.0
Sometimes	12.0
Rarely	28.4
Never	54.6
<b>Total (N)</b>	<b>100% (N=500)</b>

<b>Question</b>	<b>Percentage (%)</b>
<b>Q13. How often do you send text messages or emails on a <u>HANDHELD</u> cell phone while driving?</b>	
Always	1.8
Nearly Always	2.6
Sometimes	10.2
Rarely	20.8
Never	64.7
<b>Total (N)</b>	<b>100% (N=501)</b>

<b>Question</b>	<b>Percentage (%)</b>
<b>Q14. In the past 90 days, have you read, seen, or heard anything about police being focused on enforcing distracted driving related to <u>HANDHELD</u> cell phone use?</b>	
Yes	33.1
No	66.9
<b>Total (N)</b>	<b>100% (N=501)</b>

<b>Question</b>	<b>Percentage (%)</b>
<b>Q15. What do you think the chances are of someone getting a ticket for talking on a <u>HANDHELD</u> cell phone while driving?</b>	
Always	16.4
Nearly Always	19.6
Sometimes	41.3
Rarely	18.4
Never	4.4
<b>Total (N)</b>	<b>100% (N=501)</b>

<b>Question</b>	<b>Percentage (%)</b>
<b>Q16. What do you think the chances are of someone getting a ticket for sending texts or emails on a <u>HANDHELD</u> cell phone while driving?</b>	
Always	15.6
Nearly Always	19.4
Sometimes	40.9
Rarely	19.0
Never	5.2
<b>Total (N)</b>	<b>100% (N=501)</b>



## Awareness of Seat Belt Message, Slogan Recognition and Ticket Amount

Respondents who said “Yes” indicating they had “*seen or heard about extra enforcement where police were looking at seat belt use*” is only 30.7 percent. 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 4.4** below. The most frequently reported source of seat belt awareness messages was the “*television*” (47.1%) followed by “*electronic message sign*” (43.8%). Respondents were also asked if they knew the name of any seat belt enforcement programs in Rhode Island. The campaign slogan, “**Click It or Ticket**” showed strong recognition among the respondents with 88.8 percent.

**Table 4.4 Survey Questions 10, 10a, and 11**

Question	Percentage (%)
<b>Q10. In the past 90 days, have you read, seen, or heard anything about police being focused on seat belt enforcement?</b>	
Yes	30.7
No	69.3
<b>Total (N)</b>	<b>100% (N=501)</b>
<b>Q10a. If <u>Yes</u>, where did you see or hear about it?</b>	
Newspaper	18.2
Radio	23.5
Internet	18.8
TV	47.1
Poster	9.8
Billboard	33.3
Police Patrol	13.6
Electronic Message Board	43.8
Bus Ad	9.1
Other	2.6
Don't Know	1.9
<b>Q11. Do you know the name of any seat belt enforcement program(s) in Rhode Island?</b>	
Click It or Ticket	88.8
Buckle Up. No Excuses!	15.8
Survive Your Drive	8.0
Other	0.0
Don't Know	8.8

## Speeding and Perception of Severity of Enforcement & Experience with Enforcement

Respondents were asked about the speed limit violation, and respondents that reported “Always” or “Nearly Always” drive faster than 35 mph on 20 mph road was 2.8 and 4.4 percent, respectively. While respondents said “Always” or “Nearly Always” drive faster than 70 mph on 65 mph road was 7.2 and 18.4 percent, respectively. When asked about if they had seen or heard about anything about police being focused on speed enforcement in the past 90 days, only 36.1 percent of respondents said “Yes”. Respondents also asked chances of chances are of someone getting a ticket for driving over the speed limit and 16.0 percent said “Always”, and 26.2 percent said, “Nearly Always”.

Question	Percentage (%)
<b>Q17. On a local road with a speed limit of 20 mph, how often do you drive faster than 35 mph?</b>	
Always	2.8
Nearly Always	4.4
Sometimes	24.6
Rarely	35.8
Never	32.4
<b>Total (N)</b>	<b>100% (N=500)</b>

Question	Percentage (%)
<b>Q18. On a road with a speed limit of 65 mph, how often to you drive faster than 70 mph?</b>	
Always	7.2
Nearly Always	18.4
Sometimes	36.4
Rarely	20.4
Never	17.6
<b>Total (N)</b>	<b>100% (N=500)</b>

Question	Percentage (%)
<b>Q19. <u>In the past 90 days</u>, have you read, seen, or heard anything about police being focused on speed enforcement?</b>	
Yes	36.1
No	63.9
<b>Total (N)</b>	<b>100% (N=501)</b>

<b>Question</b>	<b>Percentage (%)</b>
<b>Q20. What do you think the chances are of someone getting a ticket for driving over the speed limit?</b>	
Always	16.0
Nearly Always	26.2
Sometimes	49.2
Rarely	7.2
Never	1.4
<b>Total (N)</b>	<b>100% (N=500)</b>

### **Awareness of Impaired Driving Message and Slogan Recognition**

The percentage of the respondents personally witnessing a mobile alcohol breath testing unit where police process drunk drivers in past 90 days was 10.6 percent. When they are asked the chances are of someone getting arrested for drinking and driving, respondents indicated "Always" or "Nearly Always" was 29.5 and 21.4 percent, respectively. While only 2.2 percent of the respondents said the chances are of someone getting arrested for drinking and driving was "Never".

<b>Question</b>	<b>Percentage (%)</b>
<b>Q22. <u>In the past 90 days</u>, have you seen a mobile alcohol breath testing unit where police process drunk drivers?</b>	
Yes	10.6
No	89.4
<b>Total (N)</b>	<b>100% (N=501)</b>

<b>Question</b>	<b>Percentage (%)</b>
<b>Q23. What do you think the chances are of someone getting arrested for drinking and driving?</b>	
Always	29.5
Nearly Always	21.4
Sometimes	40.9
Rarely	6.0
Never	2.2
<b>Total (N)</b>	<b>100% (N=501)</b>

## Awareness of Impaired Driving Message and Slogan Recognition

Respondents who said "Yes" indicating they had "read, seen or heard anything about impaired driving in Rhode Island" in the past 90 days is 49.4%. The most frequently reported source of impaired driving messages was the "television" (60.3%) followed by "electronic message sign" (42.1%). While only 17.4 percent of the respondents indicated that they had "read, seen or heard anything about impaired driving in Rhode Island" via "Police Patrol".

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 61.8 percent of the respondents. The second most recognized slogan was "**Friends Don't Let Friends Drive Drunk**" among the respondents (48.1%). "**You Drink and Drive, You Lose**" was recognized by 42.8 percent of the respondents.

**Table 4.5 Survey Questions 24, 24a and 25**

<b>Question</b>	<b>Percentage (%)</b>
<b>Q24. In the past 90 days, have you read, seen, or heard anything about police being focused on enforcing drunk driving laws?</b>	
Yes	49.4
No	50.6
<b>Total (N)</b>	<b>100% (N=500)</b>
<b>Q24a. If Yes, where did you see or hear about it?</b>	
Newspaper	18.6
Radio	29.1
Internet	24.3
TV	60.3
Poster	10.5
Billboard	30.0
Police Patrol	17.4
Electronic Message Board	42.1
Bus Ad	8.5
Other	0.4
Don't Know	0.8
<b>Q25. Do you know the name of any alcohol impaired driving enforcement program(s) in Rhode Island?</b>	
Drive Sober or Get Pulled Over	61.8
The Ripple Effect	25.0
You Drink & Drive. You Lose	42.8
Team DUI	5.2
Friends Don't Let Friends Drive Drunk	48.1

<b>Question</b>	<b>Percentage (%)</b>
Please Step Away from Your Vehicle	4.2
Enough!	2.6
MADD's Red Ribbon	16.2
Buzzed Driving is Drunk Driving	34.5
Other	0.0
Don't Know	12.6

## 4.2 Seat Belt Survey Results

The Office on Highway Safety (OHS) is responsible for the administration of the State of Rhode Island's Highway Safety Program. Occupant protection is among several significant program areas for which OHS is responsible. A portion of the Office on Highway Safety occupant protection program funding comes from the Federal Government which requires administration of a statewide survey of seat belt use that must adhere to Federal Register Guidelines. The most recent survey was conducted in June 2023.

The 2023 survey, using new sites resampled earlier this year, determined statewide seat belt usage for drivers and outboard front seat passengers in passenger vehicles during daytime hours. Additional use rates were calculated for specific locations, type of vehicle, as well as other conditions that may be associated with seat belt use.

### 4.2.1 Site Selection

Road segments were mapped according to the latitude and longitude of their midpoints. The selected road segment was identified by an intersection or interchange that occurred within or just beyond the segment. If no intersection or interchange occurred within the segment, then any point on that road could be used for observation. Data collection sites were deterministically selected such that traffic would be moving during the observation period. Therefore, sites were assigned to locations within the segment that were 50 yards from any controlled intersections. For interstate highways, data collection will occur on a ramp carrying traffic that is exiting the highway.

The locations of the data collection sites were described on Site Assignment Sheets for each county and maps were developed to assist the Data Collectors and QC Monitors in traveling to the assigned locations (it was recommended that personal GPS units were programmed ahead of time).

Traffic direction was determined by randomly assigning a 1 or 2 to each site (random.org) in which a 1 represents 'Observe traffic coming from north or east' and 2 represents 'Observe traffic coming from south or west.'

## 4.2.2 Site Observation Details

After initial site selection took place, all sites were described by location, possible observation points, and direction of travel to be observed. The complete road segment was also described by map details such as road name or number and segment start and end points. This was done so that each observer would know the range of alternate sites to consider in the off chance that an alternate site needed to be selected.

Due to the extent of data elements that need to be collected for each vehicle, (vehicle type, gender, race, driver/passenger belt use, etc.), we gave preference to observation points where traffic naturally slows or stops. Preferable locations were near intersections which may cause vehicles to slow, increasing the time for observation and improving data completeness and accuracy. For limited access highway segments, we capture traffic at or near an exit ramp where traffic should be slow enough to allow reliable and accurate observations to be made. Finding a location with slowing traffic is not a strict requirement. In the past, our observers have accurately made such observations during free-flowing traffic with a minimum number of “unknowns.”

## 4.2.3 Observers

All observers are hired and trained by PRG. Three (3) PRG observers participated in the 2023 daytime observations, all having had extensive seat belt observation experience in addition to field instruction and multiple training sessions. These observers, working alone, performed all field data collection for this evaluation. Prior to any data collection, all observers went through a training “refresher course” where the procedures were reviewed with all observers in a training session which included on-street practice. Training included additional procedures to follow should a site be temporarily unusable (e.g., due to bad weather or temporary traffic disruption), unusable during this survey period (e.g., due to construction), or permanently unusable (road closure, public area becoming private, etc.). Training was conducted several weeks prior to the start of observations.

## 4.2.4 Scheduling & Mapping

Daytime observations were conducted Sunday-Saturday during daylight hours between 7:00 a.m. and 6:00 p.m. Each county’s observations were scheduled, in advance, to be conducted in four clusters, with a maximum of five sites scheduled for each day. The first site to be observed was randomly selected; the subsequent sites were assigned in an order which provided balance by type of site and time of day while minimizing travel distance and time. For each site, the schedule specified time of day, day of week, roadway to observe, and direction of traffic to observe. Time of day was specified as one of five time periods, 7:00 – 9:00 a.m., 9:00 – 11:00 a.m., 11:00 a.m. – 2:00 p.m., 2:00 – 4:00 p.m., and 4:00 – 6:00 p.m., with a 60-minute observation period to take place for each individual site (within the timeframes noted above).

Observation sites were mapped in advance by PRG's in-house Field Data Coordinator. Each scheduled observer was provided with a link to Google Maps which provided pinned locations based on latitude/longitude. They were also provided with electronic scans (and printouts) of hand-drawn maps from prior observations which indicated where to park and stand during each observation period. Mapping helps to identify geographic location of sites as well as lay out the timeline for each observation day. Advanced mapping preparation enabled observers to plan trips well ahead of time, thereby increasing efficiency in travel and labor.

#### **4.2.5 Data Collection**

Data collection procedures were set forth before any observations took place. These procedures were guided by the Federal Register's Uniform Criteria for State Observational Surveys of Seat Belt Use.

Observers were told to review these instructions on a regular basis during the observation process.

In general, the procedures indicated:

- Length of observation period is exactly 60 minutes;
- Qualifying vehicles include cars, pickup trucks, sport utility vehicles and vans;
- Qualifying occupants include the driver and the outboard, front seat passenger (children in a front seat child restraint are excluded from the survey; children that are not restrained and in the front seat qualify);
- Each lane of traffic in one direction is to be observed for equal amounts of time;
- If traffic is moving too quickly on heavy traffic roadways, a reference point some distance away on the road is chosen, by which the next qualifying vehicle must pass before being recorded on the data sheet;
- If rain, heavy fog or other inclement weather occurs, the observer will halt the survey for 15 minutes; if bad weather persists, the site is to be rescheduled; and
- If construction compromises a site, the observer is to move to a nearby location (on the same street) and observe the same stream of traffic. If this is not feasible, an alternate site will be selected.

All passenger vehicles less than 10,000 lbs. Gross Vehicle Weight Rating (GVWR) were eligible to be observed. Survey information was recorded on an observation data collection form for each 60-minute seat belt observation session. The form was designed so that all pertinent site information can be documented, including county name, city/town/area identifier, exact roadway location, date, day of week, time, weather condition, direction of traffic flow and lane(s) observed. All through lanes will be observed; if traffic is too heavy to observe all at one time, then time should be split among the lanes to give each through lane equal observation time. Each

one-page form includes space to record information on 70 vehicles, the driver of that vehicle, and the outboard, front seat passenger, if any. If more than 70 observations are made, additional sheets will be used and all sheets for the observation site will be stapled together. Observations will include vehicle type (Car, Pick-up truck, SUV or Van) and person gender and race (black, white or other) in addition to belt use.

#### **4.2.6 Building a Data Set**

Several PRG staff members were assigned the responsibility of entering all collected data into an Excel spreadsheet. Upon completion of data entry, a minimum of 10 percent of all data records were checked and confirmed by PRG in order to verify the quality and accuracy of data entry. No substantial data entry issues were found. The data set was then analyzed by PRG using both Microsoft Excel and the Statistical Package for the Social Sciences (SPSS).

#### **4.2.7 Quality Control**

Quality control monitors conducted random, unannounced visits to at least 5% of the observation sites for the purpose of quality control. The monitor ensured that the observer was in the appropriate scheduled place and time and actively conducting observations during the correct observation period. When possible, the monitor remained undetected by the observer.

#### **4.2.8 Results**

In April of 2023, seat belt observations were conducted at a subset of statewide sites. Specifically, the mini consisted of 30 sites while the statewide had 90. This Pre round of data collection occurs before any Click It or Ticket campaign media and enforcement activity begins.

Raw data is used for mini analysis while statistically weighted data is used for the statewide. This allows us to keep road type proportions similar. The mini (Pre) is designed to give the state a snapshot of what the Post (statewide) belt use rate might be after a period of heightened enforcement and media two months later.

There were 4,375 vehicles observed during the 2023 mini; belt use measured **86.1%** for driver and front seat outboard passenger use combined.

#### **4.2.9 Descriptive Statistics**

The percentages displayed in the tables and description that follow were calculated from raw data counts from the full statewide survey of drivers and outboard front seat passengers during daytime observations.

Results from the 2023 daytime statewide survey indicate that drivers of passenger cars, sport utility vehicles and vans were far more likely to wear a seat belt than were drivers of pickup trucks. Front seat passengers also showed higher belt use in



passenger cars, sports utility vehicles and vans, whereas those in pick-up trucks had the lowest belt use. Overall, belt use rates were highest for drivers and passengers of SUVs (93.0 and 96.9 percent, respectively) and lowest for occupants of pick-up trucks (80.9% for drivers and 85.2% for passengers). Passengers were buckled up at higher rates than drivers in all four observed vehicle types. (See Table 4.1).

**Table 4.1 Percent Seat Belt Use by Vehicle Type**

	<b>Car</b>	<b>SUV</b>	<b>Van</b>	<b>Pick-Up</b>
Drivers	89.7%	93.0%	85.9%	80.9%
(N)	4,173	4,537	516	1,422
Passengers	91.9%	96.9%	88.8%	85.2%
(N)	705	929	111	241

The highest driver belt use rates were found in Bristol and Kent counties (91.6% and 91.3%, respectively); see Table 4.2. The highest passenger belt use rate was seen in Bristol (95.6%) and Kent (95.1%) counties. Drivers in Providence County had the lowest belt use rates (85.0%); passenger belt use was also lowest in Providence County (89.4%).

**Table 4.2 Percent Seat Belt Use by County**

	<b>Bristol</b>	<b>Kent</b>	<b>Newport</b>	<b>Providence</b>	<b>Washington</b>
Drivers	91.6%	91.3%	91.0%	85.0%	90.6%
(N)	1,928	2,222	1,864	2,599	2,035
Passengers	95.6%	95.1%	92.2%	89.4%	94.1%
(N)	410	250	389	440	497

In 2023, seat belt use was notably higher for female drivers and passengers when compared to male drivers and passengers (Table 4.3). Female drivers achieved a 92.7 percent belt use rate; female passengers had a 95.9 percent belt use. Male drivers showed a slightly lower belt use rate (87.4%) than male passengers (87.8%).

**Table 4.3 Percent Seat Belt Use by Sex**

	<b>Male</b>	<b>Female</b>
Drivers	87.4%	92.7%
(N)	6,057	4,584
Passengers	87.8%	95.9%
(N)	664	1,317

Seat belt use was highest among white passengers (94.0%) in 2023 and lowest among African American passengers (85.6%). Driver belt use was highest in drivers of "other" race (90.5%) and lowest in African American drivers (87.6%) (Table 4.4). Most observations fell into the Caucasian/White group; African American/Black and

All Other vehicle occupants had much smaller Ns. Please note given the relatively small amount of data captured on non-white drivers and passengers, these results may be misleading.

**Table 4.4 Percent Seat Belt Use by Race**

	<b>Caucasian/White</b>	<b>African American/Black</b>	<b>Other</b>
Drivers	89.6%	87.6%	90.5%
(N)	8,864	748	1,033
Passengers	94.0%	85.6%	90.3%
(N)	1,663	119	204

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## 5

## Mobilization Participation Information

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

**Table 5.1 Mobilization Participation**

<b>Campaign</b>	<b>Time Period</b>	<b>Dates</b>	<b>Participating Agencies</b>	<b>Enforcement Hours</b>	<b>Citations</b>	<b>Paid/Earned Media</b>
Drive Sober or Get Pulled Over	Halloween	10/31/2022	4	40	N/A	No
Drive Sober or Get Pulled Over	Thanksgiving	11/23/2022–11/27/2022	19	432	N/A	Yes
Drive Sober or Get Pulled Over	Holidays	12/14/2022 – 1/1/2023	22	927.5	N/A	Yes
Drive Sober or Get Pulled Over	Superbowl Sunday	2/12/2023	6	65.5	N/A	Yes
Drive Sober or Get Pulled Over	Cinco de Mayo	5/5/2023	2	72	N/A	No
Drive Sober or Get Pulled Over	Memorial Day	5/27/2023 – 5/29/2023	9	260	N/A	Yes
Drive Sober or Get Pulled Over	4th of July	7/4/2023	5	59.5	N/A	Yes
Drive Sober or Get Pulled Over	August	8/16/2023 – 9/4/2023	17	1163	N/A	Yes
Click It or Ticket	November (Thanksgiving)	November 21-27, 2022	19	218	N/A	Yes
Click It or Ticket	March (St. Patrick's Day)	March 13-19, 2023	25	463	N/A	Yes
Click It or Ticket	March (St. Patrick's Day)	May 15-June 4 2023	25	787	N/A	Yes

Note: Citations and arrests are not reported for individual campaigns .

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## 6

## Paid Media

### 6.1 Paid Media to Support High-Visibility Traffic Enforcement

To support enforcement efforts on alcohol impaired driving 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 2022 thru February 2023)

With the goal of reducing the number of impaired driving related deaths, the RI DOT continued The Ripple Effect campaign, which ran between Thanksgiving and New Year's Eve + NFL Playoffs and Superbowl 57.

Targeted to Men 18-49 in the State of Rhode Island, this buy utilizes a multi-media approach to capture viewers/listeners at all points in their daily life. It also includes a variety of video tactics to ensure we are reaching our target where they are actively consuming media – particularly the non-linear TV platforms.

This robust schedule will bring awareness of the repercussions of impaired/drugged driving and is estimated to deliver over 10,800,000 impressions. We are also proud to have negotiated \$23,300 in added value for this campaign.

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

	<b>Exposure</b>	<b>Spots</b>	<b>Impressions</b>	<b>Net Cost</b>
TV	629 GRPs	2,345	1,829,400	\$94,229.29
TV – Playoffs + Superbowl	320 GRPs	77	930,400	\$118,000.00
Connected TV	n/a	n/a	1,125,827	\$40,258.00
Terrestrial Radio	216 GRPs	720	697,896	\$29,773.00
Streaming Audio	n/a	n/a	1,105,668	\$18,500.00
You Tube	n/a	n/a	2,065,175	\$25,000.00
Paid Social	n/a	n/a	898,069	\$25,000.00
Movie Theaters	5 theaters/ 54 screens	n/a	172,100	\$8,031.00
Bus Sides	24 bus sides	n/a	6,023,520	\$9,000.00
<b>Total</b>			<b>14,848,055</b>	<b>\$367,791.29</b>

## 7

## Evidence-Based Enforcement Program

Highway safety experts agree that programs that are Evidence-Based will have a greater opportunity for success. Evidence-based enforcement is an approach to policy making and tactical decision-making at all levels of police agencies. Each agency's technical support has value to the end of year report because it analyzes problems and tracks activity throughout the grant cycle for compliance.

During FFY 2023, the Rhode Island Department of Transportation's Office on Highway Safety (RIDOT-OHS) continued to follow the internal and external policies and procedures required by the state of Rhode Island and the National Highway Traffic Safety Administration (NHTSA). The Office on Highway Safety (OHS) will continue to require all sub-grantees to have the same professional standards, policies, and protocols which help them attain their desired goals and objectives each grant cycle. All sub-grantees are also required to adopt sustainable financial performance measures which are tracked and monitored by the Office on Highway Safety. In addition to following strict documentation standards each grant recipient reported monthly during FFY 2023, to the Highway Safety Office on their Evidence-Based Enforcement (EBE) best practices. These reports were required to be submitted by all sub-grantees to ensure compliance with internal policies and procedures.

The Highway Safety Office requires law enforcement agencies to work with the Law Enforcement Highway Safety Training Coordinator (LEHSTC) as their liaison between the grant managers from each law enforcement agency and the Office on Highway Safety. His duties during FFY 2023 included monitoring visits, preparing fact sheets and sample press releases for several enforcement programs throughout the year and several other activities spelled out in this report.

The Highway Safety Office requires law enforcement agencies to adopt a working model to deploy officers using directed patrols, High Visibility Enforcement (HVE), location-based, data related deployments by utilizing up-to-date available data which follow accepted standards and best practices. On an ongoing basis all sub-grantees were required to compile statistical data with all these standards and practices. Reports were required to document all their activities broken down into performance measures. Compiled documentation was presented and explained to members of the Office on Highway Safety staff during monthly inspections and biannual monitoring visits. These mandatory monitoring visits were a great check and balance and enabled the Office on Highway Safety to help agencies with their monthly invoices and activity reports.

The Office on Highway Safety encourages, promotes, and supports all law enforcement initiatives and programs by its subgrantees and welcomes innovative ideas that will reduce the incidences of crashes that cause fatal and serious injuries. In many instances

these new enforcement initiatives enable many agencies to increase normal enforcement participation or establish a stand-alone program. The Highway Office realizes that a key component to a successful traffic safety program is encouraging law enforcement to establish a partnership with the media outlets and promoting their social media posts. Publicity can be as elaborate as hosting a press conference, writing a media advisory, submitting a press release, or a formal social media posting.

In FFY 2023, we once again encourage law enforcement agencies to separate enforcement efforts into three categories:

1. Develop or implement a program that increases citations or motor vehicle contacts along with increasing the number of officers on patrol thus supplementing the efforts of agencies on-post officers.
2. Create a program that promotes more citations or motor vehicle contacts during an officer's normal duty assignment which is more of a targeted or placed-based enforcement.
3. A Selective Traffic Enforcement Program (STEP) as outlined in NHTSA publications and other well publicized campaigns that have been conducted for several years.

The major organizational components of a selective enforcement program and any enforcement campaign is based in theory that an agency can adequately staff patrols with available funds and at the same time the increased patrol utilize NHTSA funds. No enforcement program will be successful unless an agency has a supportive administration inside and outside a law enforcement agency. Funds are not available to law enforcement agencies until they submit a well-developed problem identification process for highway safety issues. These funds are not dispersed until defined goals and objectives are presented for review now and during the grant cycle. Agencies are encouraged to set realistic goals, because their hard work will never be able to change the behavior of risk takers on our roadways. For goals to be achieved, they must be measurable and include an evaluation component which must be submitted in advance of funds being dispersed. The Office on Highway Safety set up a step-by-step procedure for agencies to adopt a system for setting, monitoring and successfully completing a goals-based program.

An enforcement strategy that has proven positive results is the High Visibility Engagement (HVE) model. This program has a proven history as a viable countermeasure by utilizing a universal traffic-safety approach with predictable results. These programs should have a component which stresses effective deterrence methods which over time can change the behavior of unlawful and risky drivers. Combining highly visible initiative-taking law enforcement strategies which target specific violations, it has shown that by adding a deterrence factor that detects risky driving behaviors can subsequently reduce crashes in areas identified as community problems.



The Office on Highway Safety carefully monitors the activity of all law enforcement subgrantees throughout the grant cycle ensuring when possible that only areas where 'hot spots' exist, or traffic crashes are chosen as the primary locations to conduct enforcement. With this initiative-taking approach, the Office on Highway Safety is confident that many serious bodily injury crashes and fatalities can be reduced. This same problem identification model can also be used to collect data for pinpointing crashes by time of day, day of the week, types of roadways and personal information about operators of vehicles and other victims of crashes. The data is also be used to monitor incidents of property damage and engineering issues.

Members of the Highway Safety office monitor all crashes, and upon request, share the information with sub-grantees and partners. By sharing data many agencies can formulate acceptable countermeasure plans to solve problems moving forward. It is widely accepted that the key to effective and successful enforcement programs is utilizing real time data and submitting a comprehensive plan with projected goals, objectives, and outcomes. In addition to identifying hot sports, Law Enforcement sub-grantees requesting funding for their initial enforcement efforts will also be authorized the flexibility to fund extra enforcement should the problem(s) shift within their community.

By constantly reviewing data, the Highway Safety Office has an indicator where these high-profile incidents tend take place and when necessary, meet with law enforcement partners to assist them with a viable plan, such as enforcement, education or utilizing the Countermeasures that Work model. This includes deploying additional officers with grant funds where the problems are documented. Agencies are required to utilize proven countermeasures that work when they are developing their grant proposal for their fiscal funds.

In FFY 2023 many departments were able to increase officers within their departments. We know this was a major challenge in previous years because traffic enforcement was not a priority as officers were assigned to priority calls for service. At the same time many officers had several other opportunities to work overtime within their agency or work road construction. These struggles continued during most of the grant cycle and officer shorthandedness is not the major problem. It is frustrating when we know where many clusters of crashes and traffic incidents are taking place but being unable to direct law enforcement officers to these locations.

Most Law Enforcement sub-grantees participated in grant funded patrols in FFY 2023 as the COVID void restrictions ended and law enforcement returned to full participation in grant funded patrols. The Highway Safety Office continued to release funds to agencies during the difficult period during and following the pandemic as it became evident that problems existed on Rhode Island's roadways. Sub-grantees began requesting additional funding for their initial grant as more problems were identified with the behavior of motorists.

At the end of the grant cycle, we saw an increase in activity and agencies reaching their projected goals from previous years. At the end of the FFY grant cycles, as law enforcement agencies submitted their end-of-year report spelling we saw an increase

in spending and performance measures being met. Helping agencies reach their projects goals for the fiscal year was a valuable part of Highway Safety's successes. Agencies were submitting obtainable goals and working toward them throughout the year. Setting and obtaining goals is an especially important part of the grant application and the information received is valuable when deciding how much money a department will need in the next fiscal year. The Highway Safety Office will review the year end reports with an eye toward evaluating how much an agency should be requesting for the upcoming fiscal year. As with all sub-grantees, the Office on Highway Safety must ensure that funds are spent efficiently and effectively and support the goals as stated in the FFY 2023 Highway Safety Plan.

At the beginning of Law Enforcement sub-grantees federal fiscal year, the Office on Highway Safety requires agencies to follow the established policies and procedures.

(a) Collection, analysis, and promulgation of specific data related to the Office on Highway Safety priorities, who is crashing, where are they crashing, when they are crashing and how they are crashing.

(b) Allocation of funding for enforcement be based on problem identification with a strategy on how to implement effective and efficient countermeasures to help reduce the incidences of crashes.

(c) Use the philosophy of utilizing data to fund law enforcement activities with continued monitoring, while also looking at the essential element of evaluating the enforcement efforts but allowing for fluid movement to shift gears when and if the collected data calls for a change. By utilizing evidence-based enforcement as a data-driven tool to identify specific traffic safety concerns and enforcement will be deployed to areas that represent the highest risk for crashes. This formula also breaks down the risky behavior by identified emphasis area and allows for movement from one hot spot to another.

(d) To help the community deal with their problem identification and subsequent enforcement, we rely on collaboration between bordering communities. We strongly encourage and promote the border-to-border enforcement concept not just during NHTSA sponsored mobilizations, but on a weekly and monthly basis. When law enforcement agencies deploy officers for grant funded patrols and regular duty enforcement, the Highway Safety Office require agencies to contact neighboring departments to work out coinciding patrols on the same roads, at the same time and on the same day of the week. This cooperative enforcement model will give way to the seamless effect and lead to the general deterrence which we strive for each time a patrol is dispatched.

## 7.1 Media, Education and Community Outreach

In Federal Fiscal Year 2023, the Office on Highway Safety continued the practice of splitting up the police and civilian agencies among the four (4) Program Coordinators. This decentralization of the workload has once again proven to be successful and will

continue in the next grant cycle. This practice enables each Program Coordinator to work with a smaller group of law enforcement grant managers and community groups. Each coordinator shares information from all the NHTSA emphasis areas to all sub-grantees only in a smaller group setting. The smaller working groups allow Program Coordinators to continue to work with and build trust as well as encourage more community-based programs to take a more active role in planning and sharing with the traffic safety initiatives.

- a. Each Program Coordinator has their own specific skills and knowledge base and throughout the grant cycle they continued to champion and share their expertise. They also used established printed and electronic materials and shared them with their sub-grantees. The coordinators gave the entire highway safety insight into the most up to date information in their expertise.
- b. The procedures and guidelines for grant managers is spelled out during the annual meeting. It is strongly encouraged that all partners continue to reach out to all-media outlets to cover highway safety initiatives. This will be building on FFY 2023's success of media ride-along programs as well as the department's establishment of many great personal relationships that have grown during FFY 2023.
- c. The Highway Safety Office has noticed that several Police Departments have become more initiative-taking with media events, press advisories and communications with local news outlets. The initiative-taking efforts have been evident with the agencies increased use of their social media to get the highway safety message out to the community.
- d. Once again, the Rhode Island Police Chiefs Association received media funding in FFY 2023 intended highlight traffic safety initiatives on the local municipal level of law enforcement. With the help of the public relations firm, local agencies were able to gain earned media several times more than in previous years. The Highway Safety Office supports this concept as we move toward FFY 2024.
- e. In FFY 2023 the Police Chiefs Association continued their partnership with a public relations firm which assisted law enforcement agencies with their media campaigns. The media component has enhanced the enforcement efforts used in conjunction with the event during the recommended NHTSA calendar enforcement campaigns. In addition to engaging the law enforcement agencies, the public relations firm collected data and participated in state sponsored traffic safety events.

## 7.2 Traffic Safety Coalition

During the FFY 2023 grant cycle the Office on Highway Safety promoted the Traffic Safety Coalition as a terrific opportunity for traffic safety advocates and partners to meet and share information. Each sub-grantee was required to attend at least four (4) meetings during the grant cycle. Half the meetings were scheduled in person and the remaining sessions were held virtually. Each session had between 40 and 60 participants joining in the conversation on traffic safety issues. The Law Enforcement Liaison serves as a tri-chair of the monthly meetings.

### **7.3 Impaired Driving Counsel**

The Impaired Driving Council is supported by the Office on Highway through a grant issued to the Rhode Island Police Chiefs Association. The Council meets every three months when information on what is being done is shared with the many members. The council reports to the Police Chiefs Association who in turn relays data and community concerns to the Office on Highway Safety.

### **7.4 Monitoring Efforts**

As in past years, the Office on Highway Safety Program Coordinators along with the Chief and Law Enforcement Liaison completed sub-grantee monitoring visits mostly in-person, electronically, via zoom or by telephone. These year-round meetings ensure agencies have a voice within the Office on Highway Safety and their concerns are addressed. It is also a check and balance system to ensure they are following the internal and external policies and procedures as spelled out in their grant guidelines which are distributed yearly. A monitoring visit is an effective communication tool which will continue into the next grant cycle.

### **7.5 Rhode Island State Police SRU**

Rhode Island over the past five (5) years ranked within the top 4 or 5 states with the worst alcohol related fatalities in the country. Even with the initiative-taking enforcement programs in each law enforcement agency, our numbers of arrests remain at or near 3,000 yearly. To that end, the Office on Highway Safety made the began to fund an entire traffic safety unit to detect and arrest impaired drivers. That move to partner with the Rhode Island State Police has proven to be highly effective in increasing the number of impaired driving arrests statewide.

### **7.6 Rhode Island Municipal Police Impaired Driving Enforcement Team**

The Rhode State Police arrested over 1,000 suspected impaired driving during calendar year 2023 with many of those arrests through the efforts of the SRU. The municipal police departments were able to arrest over 2,000 suspected impaired drivers resulting in a total of 3,550 arrests. The Office on Highway Safety established the groundwork for a successful partnership between the municipal police departments and the State Police which has resulted in increased participation in the Drive Sober or Get Pulled Over campaigns. Using the task force model, municipal officers have developed a strong partnership between municipal agencies and have collectively increased contacts with the motoring public.

## 7.7 Municipalities Impaired Driving Breath Alcohol Testing Mobile (BAT)

The Providence Police Department continued deployments of the Breath Alcohol Testing (BAT) Vehicle throughout the state in FFY 2023. They are responsible for all aspects of a deployment, from record keeping for all enforcement and educational events and coordinating partnerships with all the law enforcement effective with our agencies in the state. During the calendar year 2023, the Breath Alcohol Vehicle's deployments increased, and many involved the State Police's Special Response Unit troopers whose primary focus is detecting, arresting, and helping to prosecute impaired motorists suspected of Driving Under the Influence of alcohol or drugs.

## 7.8 Work Zone Safety and Mobility Training

During FFY 2023, 52 recruits from the Providence Police and 120 recruits from the various law enforcement agencies received certification. An additional seventy-five (75) officers, civilians, fire fighters, civilian community traffic officers received the Federal Highway mandated Work Zone Safety training conducted by the Law Enforcement Highway Safety Traffic Safety Training Coordinator. During this fiscal year over 250 individuals attended this training.

## 7.9 School Crossing Guard Training

During FFY 2023, we continued our partnership with the public and private schools with the Crossing Guard trainings. 155 Providence, 42 North Providence and 22 Est Providence School Crossing Guards received training from the certified AAA and New Jersey curriculum. The partnership between the municipal school departments has embraced the certification program offered by the Law Enforcement Liaison.

## 7.10 Municipalities Enforcement Efforts

1. Municipalities Impaired Driving, Occupant Protection and Speed Enforcement Patrols (Including Drug Recognition Expert): During FFY 2023, thirty-eight (38) cities and towns participated in the Office on Highway Safety impaired driving enforcement grant program. The law enforcement agencies overwhelmingly supported the Drug Recognition Expert Program and requested the Office on Highway Safety to develop a call out system for suspected drugged drivers and to allow this program to respond to departments without DRE's. Highway Safety will be implementing a call out system in the upcoming FFY 2024 and a protocol will be developed to allow DRE's to travel to other law enforcement agencies to assist them with suspected drugged drivers.
2. The cities and towns participated in the other grant funded emphasis areas which included Occupant Protection (CIOT and Child Passenger Safety Seats), Speed Reduction, Distracted Driving, Pedestrian and Bicycle Safety. The participating

agencies followed the local, state, and federal guidelines for accepting and spending grant money.

3. The planned activities which constitute the state's Evidence-Based Traffic Safety Enforcement Program is reflected below: Most law enforcement agencies participated in the state and national campaigns of; Drive Sober or Get Pulled Over, Drive Now Text Later, Obey the Sign or Pay the Fine, and the Click-It-or-Ticket mobilizations. Rhode Island's law enforcement agencies followed the accepted practice of deploying enforcement where the statistical data from each community showed a need to increase visibility in order save lives and reduce incidents of bodily injury. The sub-grantees working with the Office on Highway Safety deployed officers utilizing High Visibility Engagement (HVE) strategies and followed the guidelines as set forth in the Countermeasures that Work federal model. The law enforcement agencies worked within their communities and established Sustained Enforcement, Placed Based Enforcement and Problem-Solving Enforcement models to change the behavior of those not following the motor vehicle laws.
  - a) **Drive Sober or Get Pulled Over:** Rhode Island's impaired driving injuries and fatalities remain higher than the national average. Eight-five per cent (85%) of Rhode Island's law enforcement agencies deployed officers monthly, for dedicated events and during the national mobilizations such as Thanksgiving (Black Out Wednesday), Christmas and New Years', Super Bowl Sunday, St Patrick's Day, Cinco De Mayo, Memorial Day, 4th of July and Labor Day. Most of the Law Enforcement agencies worked solo patrols, border to border, or within the inter-jurisdictional Northern and Southern Impaired Driving Task Forces. These collaborated patrols were extraordinarily successful and resulted in over 3,000 drunk and impaired drivers being arrested.
  - b) **Drug Recognition Experts:** Rhode Island has sixty-one (61) certified Drug Recognition Experts (DRE) in twenty-seven (27) cities and towns, including the Rhode Island State Police. The DRE's continue to participate in the Drive Sober Program on a weekly and monthly basis.
    - (1) The Office on Highway Safety developed a partnership with the Providence Rescue Mission in the City of Providence. The Mission serves the community in many different areas of the client's life.
    - (2) The mission has supplied volunteers to participate in the field evaluation portion of the certification portion for our DRE's. We continue to monitor the success of this partnership and can see the potential for this program to benefit the citizens of the Mission.
  - c) **Breath Alcohol Testing Vehicle:** The sub-grantees are required to sponsor one or two deployments with the Breath Alcohol Testing (BAT) Vehicle. The BAT is deployed throughout the year with success during state and national campaigns. Rhode Island utilizes the NHTSA tag lines; Drive Sober or Get Pulled Over and the drugged driving campaign stating drugged driving will Get you a DUI. Rhode Island's statistical data indicates that approximately 44% of our fatal crashes are alcohol/drug related.

- (1) The law enforcement agencies have embraced the grant funded requirement to host or team up with a neighboring agency with the BAT Vehicle. The communication between the grant managers, the Office on Highway Safety and the managers of the BAT Vehicle have served in the capacity of enforcement and acts as a deterrent to impaired drivers.
  - (2) Providence police have assisted with the deployment of the BAT Vehicle across the state for the last seven (7) years. They maintain the vehicle, arrange for drivers, and coordinate their efforts with all law enforcement agencies.
- d) **Click-It-or-Ticket:** During FFY 2023 law enforcement agencies stepped up their occupant protection enforcement after a long delay due to COVID-19. The Highway Safety Office continued supporting the NHTSA guidelines and worked with their law enforcement partners to develop hybrid programs to keep the motoring public aware of the police presence and concerns for death and injuries because of unbelted motorists.
- (1) As Rhode Island continues its quest for 90% seat belt compliance, we are surveyed with a statewide rate is 89.6% yet over 50% of the state's fatalities and injuries recorded are from crashes where the occupants were not belted.
  - (2) Eighty percent (80%) of the law enforcement agencies deployed officers during the five (5) weeks of enforcement; Thanksgiving (November), March (Saint Patrick's Day), May/June (National CIOT mobilization) and September (Back to school). Several law enforcement agencies participate in the in-state border-to-border campaign to kick-off the national Click It Or Ticket (CIOT) mobilization.
  - (3) Rhode Island has also been extraordinarily successful teaming up with neighboring Rhode Island departments as well as with Massachusetts and Connecticut. Rhode Island's law enforcement agencies will continue setting up safety seat inspections stations throughout the year to educate parents and guardians on the proper method to protect their small children.
  - (4) In addition to installations, agencies educate motorists on child restraint laws and the proper installation of child safety seats. The Office on Highway Safety has set up a great partnership with the Safe Kids Network at Rhode Island Hospital who has done an outstanding job of coordinating with law enforcement. This partnership has enabled one person in Rhode Island Hospital to take much of the scheduling, training, and house it in one location.
  - (5) Traffic Occupant Protection Strategies (TOPS): The occupant protection training is conducted throughout the year at all state and municipal police training academies. In FFY 2023 over one hundred and fifteen (115) officers received training. The Office on Highway Safety requires officers signing on to conduct Click-It-or-Ticket grant funded patrols to be TOPS certified. Training is offered twice a year for in-service officers as we ask on-duty officers to help participate in the enforcement efforts as we attempt to achieve a 90% compliance rate for the state.



- e) **Speed Enforcement:** During FFY 2023, law enforcement agencies increased their speed detection patrols after a few years of scaled back enforcement due to COVID-19. Forty (40) percent of Rhode Island's fatalities are serious injuries were speed related in FFY 2023. Most of the law enforcement agencies deployed officers on a regular basis. The speed enforcement funding is the most popular and productive grant funded program offered to the law enforcement agencies. Law enforcement agencies have a very high-performance rating when measuring it to the other emphasis areas. As noted in previous years, speed funds are rarely returned at the end of the grant cycle.
  - f) **Distracted Driving / Texting Enforcement:** In FFY 2023, the Office on Highway Safety sponsored two (2) distracted driving training courses at the Municipal Police Academy. A total of ninety-six (96) officers took advantage of the training opportunity to gain experience about the new laws and best practices for enforcing the law.
    - (1) These sessions were given in a classroom setting and featured a Judge speaking about the dangers associated with distracted driving.
    - (2) In FFY 2023, all law enforcement agencies were awarded grant funding to conduct enforcement and educational programs. Approximately 50% of those trained departments have conducted successful enforcement campaigns.
    - (3) The Office on Highway Safety anticipates conducting two (2) Distracted Driving training courses throughout the grant cycle in FFY 2024.
4. **Pedestrian / Bicycle Enforcement Programs:** The Office on Highway Safety developed an in-house Pedestrian / Bicycle Safety Enforcement Program during FFY 2018. Utilizing all the available resources from NHTSA, and accepted best practices from around the country, our training covered situations critical to Rhode Island's pedestrian problems. Rhode Island continues improving our training program and we believe it is extremely interactive with our communities, law enforcement and the needs of our state.
- a) During FFY 2023, the Office on Highway Safety held one training session whereby twenty-four (24) law enforcement officers from twelve (12) agencies attended. As in past training, the program includes a two-fold approach to the pedestrian enforcement program, one being a pedestrian decoy enforcement effort and the other working with the community and media to help get the message out to the motorist public.
  - b) The training incorporates a complete set of guidelines and standards to follow to ensure a safe and successful campaign. As a result of these two training components, several law enforcement agencies have brought the training back to their departments. Once back at their agencies, roll-call type trainings are conducted throughout the fiscal year. The Office on Highway Safety Program Coordinator will conduct two (2) trainings sessions in FFY 2024.



5. **Law Enforcement Highway Safety Training Coordinator, State Agencies (Rhode Island Municipal Police Training Academy) Law Enforcement Highway Safety Training Coordinator (LEHSTC) / Grant Manager:** The LEHSTC is responsible for the coordination of Rhode Island's sixty-one (61) certified Drug Recognition Experts and is designated as the state coordinator for the IACP.
- a) The LEHSTC serves as the states DRE, ARIDE and SFST coordinator for all the states thirty-nine cities / towns including the State Police's planning, reporting, monitoring, funding, and participation in weekly, monthly, and yearly enforcement campaigns that fall under the umbrella of the DRE Program.
  - b) As Rhode Island's Field Sobriety Testing Coordinator, the LEHSTC is responsible for all aspects of monitoring, training, deployment, reporting, record keeping, travel, and certification of recruit and in-service officer trainings.
  - c) All aspects of the Advanced Roadside Impaired Driving Enforcement training program fall under the umbrella of the LEHSTC. He is responsible for all aspects of the classroom Advanced Roadside Impaired Driving Enforcement (ARIDE) training. In FFY 2023, thirty-eight (38) officers were ARIDE trained.
  - d) In FFY 2023, fifty (50) Providence Police recruits received SFST training during their police academy training. Over one hundred (one hundred) municipal police officers received recruit SFST training at the Municipal Police Training Academy.
6. **Rhode Island State Police, State Agencies:** The Rhode Island State Police continue their enforcement efforts in several of the emphasis areas. They have logged impressive numbers in Impaired Driving, Occupant Protection, Speed Enforcement, Distracted Driving, Drug Recognition Expert evaluations and Pedestrian Safety. Their Traffic Safety Unit outpaced their enforcement numbers from last fiscal year's numbers. The Rhode Island State Police continues to perform as one of the most initiative-taking and productive law enforcement agencies in the state.
- a) The State Police continued partnering with the municipalities with impaired driving enforcement efforts through their involvement with the NHTSA impaired driving campaigns and their use of the BAT Vehicle.
  - b) The State Police participated in all the emphasis area campaigns during the past fiscal year. They arrested the most impaired drivers in FFY 2023. These resolute troopers stepped up their patrols over the weekends and their enforcement numbers increased drastically from previous years.
7. **Drug Recognition Expert Tablets:** The Office on Highway Safety invested funds into the DRE Program when it purchased data tablets for the majority of the certified DRE's. They continued their support by renewing the DRE data management team from the University of Albany known to our officers as ITSMR. The tablets assist officers, so they can collect field notes, report, and analyze drugged driving information in real time. The collected data will assist the DRE prepare a report that can be used toward an investigation of suspected drugged driver.

- a) In FFY 2021, the Office on Highway Safety allocated \$40,000 for the purchase of tablets, software, and a contractor to manage the system.
  - b) In FFY 2023 Rhode Island continued the partnership with the Institute of Traffic Safety Management and Research (ITSMR) under the management of Jerry Miller.
  - c) The Institute manages all DRE evaluations and assists with quarterly reports and year-end reports to the International Association of Chiefs of Police (IACP). In FFY 2022, another twenty (20) new tablets were issued to the newly certified DRE's who graduated in March 2022.
8. **Racial Equity:** Ensuring racial equity in traffic enforcement became a priority for the Office on Highway Safety during FFY 2023. Racial equity is at the center of every highway safety initiative and is critical and necessary as states work toward the long-term goal of zero-fatalities. The Office on Highway Safety has incorporated programing to identify strategies to reduce racial disparities in traffic enforcement.
  9. **Safe System Approach:** Equity and other programs incorporate the Safe System approach to planning which looks at the entire traffic safety program. It looks at roadways, ensuring the protection of its users, with a shared safety responsibility. Safe Systems has a long-term mission to encourage subgrantees to continue develop partnerships with zero-focused advocates to promote safety. Enforcement remains an important part for the long-term effort of improving roadway safety During FFY 2023.