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State of Rhode Island

# Highway Safety Plan Annual Report

Federal Fiscal Year 2024



PREPARED FOR

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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) 2024 serves as the State of Rhode Island's assessment of the Highway Safety Plan (HSP) for FFY 2024. 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 2024, the HSP identified nine 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, 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 2024 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 6 of its 12 five-year average targets in Calendar Year 2024 with insufficient data at this time to fully quantify impaired fatalities. Targets not met are for total fatalities, fatality rate per vehicle miles traveled (VMT), unrestrained occupant fatalities, unhelmeted motorcycle fatalities, pedestrian fatalities, and bicyclist fatalities. Despite these targets not being met, 2024 trends show a significant improvement over 2023 in many areas.

The number of roadway fatalities has trended down, approaching the State's 10-year low of 45 (2015) and similarly low years with 52 fatalities (2022 & preliminary 2024). The pace of fatalities in 2024 has reduced, showing strong improvements over recent years and hopefully a regression to the mean, offsetting a recent spike in risk-taking behaviors.

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.

This Annual Report:

- › Documents Rhode Island progress in meeting its highway safety targets identified in the 2024 HSP for each of the nine program areas; and
- › Describes projects and activities funded during FFY 2024 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 21, 2025, crashes on Rhode Island highways resulted in 52 fatalities and 246 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 needed to increase our efforts across the state. We held true to the work we have embraced over other years in which we saw healthier trends. The fatalities in 2024 have reduced and showed strong improvements over recent years and hopefully a regression to the mean, offsetting a recent spike in risk-taking behaviors.

As of January 21, 2025, observed fatalities in 2024 are down by 27%, 19 fatalities, compared to the end of year 2023. Vehicle miles traveled are projected to be on-track with travel in 2019, when total fatalities were 57 for the year.

Historically, serious injuries have been trending down year-by-year, in 2024, observed serious injuries remain similar to 2023, 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 2024-2028 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 had 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 2024 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)

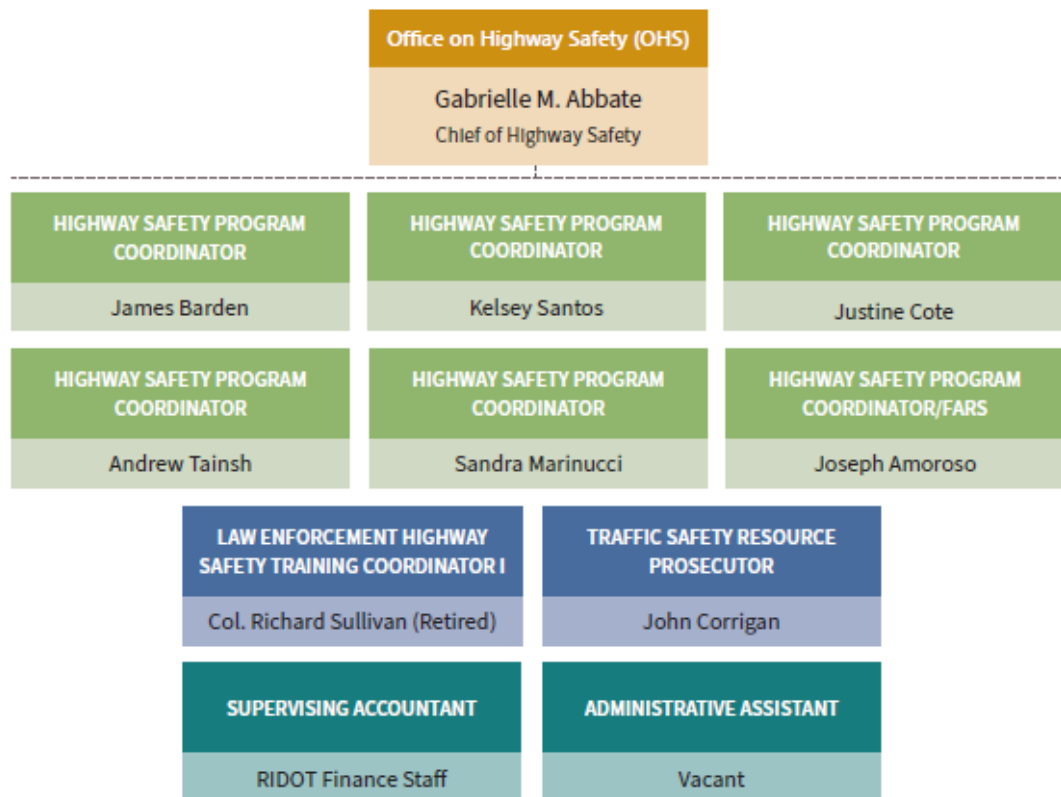
### 1.3 Organization and Staffing

**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 2024, financial duties continue to be carried out by the broader RIDOT Finance Department. The OHS Administrative Assistant position remains vacant.

**Figure 1.1 2024 RIDOT OHS Organizational Chart**



## 1.4 Problem Identification

Nine program areas were the focus of the OHS FFY 2024 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.
- › **Planning and Administration** – The planning, development, coordination, monitoring, and evaluation of highway safety projects.

## 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 was passed in 2024 from 5 years to a 10 year window. This bill was supported by the State Attorney General, RIDOT Office on Highway Safety and RI MADD. Each year we develop testimony to support the effort. The roles that the Attorney General and MADD took in this effort were critical to the bill passing.

# 2

## Performance Data

The OHS established a set of targets for 2024, shown in **Table 2.2**, to improve safety in each of the program areas. The targets are based on a trend from a 2018-2022 five-year average baseline.

### 2.1 Crash Summary

As of January 21, 2025, crashes on Rhode Island highways resulted in 52 fatalities and 246 serious injuries. 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 (2016). The pace of fatalities in 2024 has reduced, showing strong improvements over recent years and hopefully a regression to the mean, offsetting a recent spike in risk-taking behaviors.

As of January 21, 2025, observed fatalities in 2024 are down by 27%, 19 fatalities, compared to the end of year 2023. Vehicle miles traveled are projected to be on-track with travel in 2019, when total fatalities were 57 for the year. Historically, serious injuries have been trending down year-by-year, in 2024, observed serious injuries remain similar to 2023, 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 does not reflect the low pace of fatalities in 2024.

**Table 2.1** summarizes performance measures trends over the last 10 years. At this time, 2023 and 2024 fatalities are considered preliminary as NHTSA reviews are ongoing. All 2024 values are considered preliminary as of January 21, 2024, for fatalities and for serious injuries. A review of performance aligned to adopted targets for 2023 and 2024 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 2024 year includes a dot to indicate the five-year average target described in the 2024 Highway Safety Plan. The left column in 2024 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		2015	2016	2017	2018	2019	2020	2021	2022 <sup>a</sup>	2023 <sup>a</sup>	Actual 2024 <sup>a</sup>
C-1	Traffic Fatalities (Actual)	45	51	84	59	57	67	63	52	71	52
	Five-Year Moving Average	58	55	59	58	59	64	66	60	62	61
C-2	Serious Injuries (Actual)	427	407	322	313	308	272	314	258	243	246
	Five-Year Moving Average	422	412	392	381	355	324	306	293	279	267
C-3	Traffic Fatalities per 100 million VMT	0.57	0.64	1.05	0.74	0.75	0.98	0.84	0.69	0.88	0.66
	Five-Year Moving Average	0.75	0.71	0.75	0.74	0.75	0.83	0.87	0.79	0.83	0.81
C-4	Unrestrained Occupant Fatalities	16	15	24	13	18	17	18	19	20	15
	Five-Year Moving Average	18	16	17	16	17	17	18	17	18	18
C-5	Number of Fatalities Involving Driver or Motorcycle Operator with $\geq 0.08$ BAC <sup>b</sup>	19	19	35	22	24	28	24	22	25	3
	Five-Year Moving Average	23	21	23	22	24	26	27	24	25	20
C-6	Speed-Related Fatalities	20	23	41	30	36	34	20	25	32	18
	Five-Year Moving Average	21	21	23	25	30	33	32	29	29	26
C-7	Motorcyclist Fatalities	9	4	11	18	13	13	13	10	16	8
	Five -Year Moving Average	11	8	9	10	11	12	14	13	13	12
C-8	Unhelmeted Motorcyclist Fatalities	4	4	5	10	3	6	8	8	11	5
	Five-Year Moving Average	6	5	5	6	5	6	6	7	7	8
C-9	Drivers Age 20 or Younger Involved in Fatal Crashes	6	9	13	6	3	8	8	4	8	3
	Five-Year Moving Average	5	6	8	8	7	8	8	6	6	6

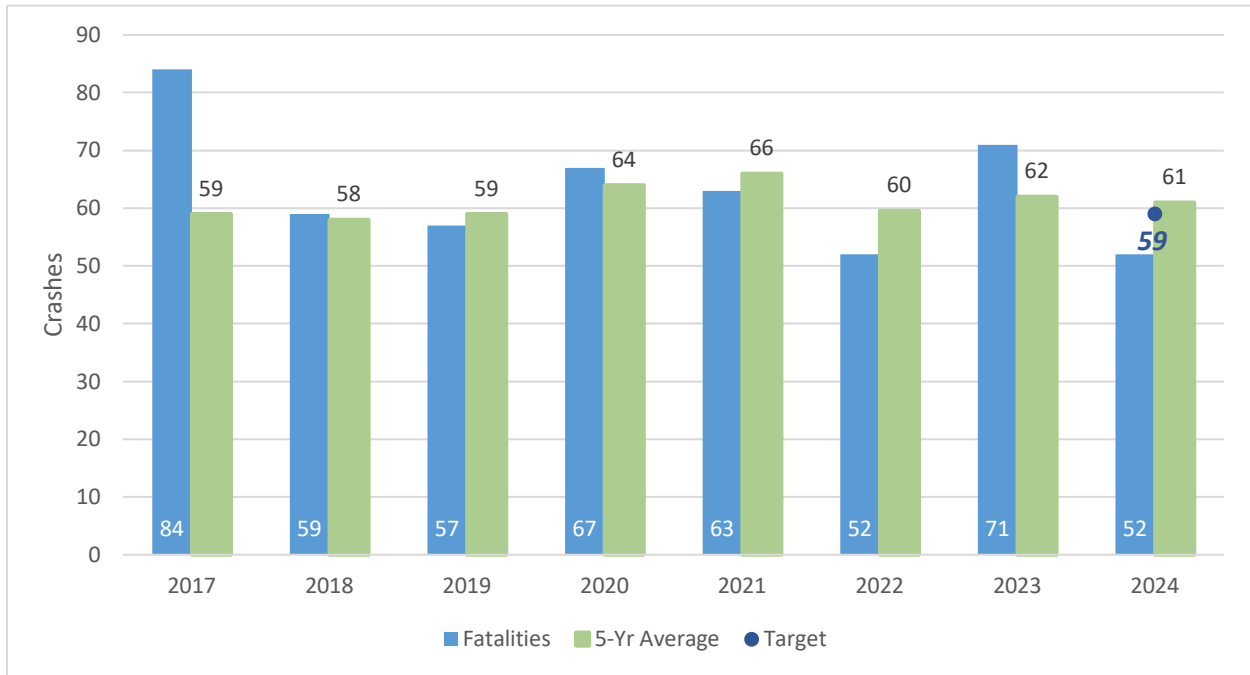
Performance Measures		2015	2016	2017	2018	2019	2020	2021	2022 <sup>a</sup>	2023 <sup>a</sup>	Actual 2024 <sup>a</sup>
C-10	Pedestrian Fatalities	8	14	21	7	8	17	7	7	11	13
	Five-Year Moving Average	11	11	14	13	12	13	12	9	10	11
C-11	Bicyclist Fatalities	0	2	2	1	0	2	2	0	2	5
	Five-Year Moving Average	1	1	1	1	1	1	1	1	1	2
B-1	Percent Observed Belt Use for Passenger Vehicles – Front Seat Outboard Occupants	87%	88%	88%	89%	89%	89%	89%	87%	89%	91%
A-1	Number of Speeding Citations Issued During Grant-Funded Enforcement Activities	6,200	8,092	10,798	9,836	9,732	7,146	11,621	11,291	11,776	10,758
A-2	Number of seat belt Citations Issued During Grant-Funded Enforcement Activities	7,099	5,562	5,272	4,444	5,335	2,408	3,976	4,387	3,670	3,275
A-3	Number of Impaired Driving Arrests Made during Grant-Funded Enforcement Activities	404	363	306	257	272	484	666	600	589	547

Source: 2015-2022 FARS data (December 2024); 2023-2024 RIDOT data (January 21, 2025); Belt Use – 2015 to 2024 Rhode Island Observed Restraint Use Surveys.

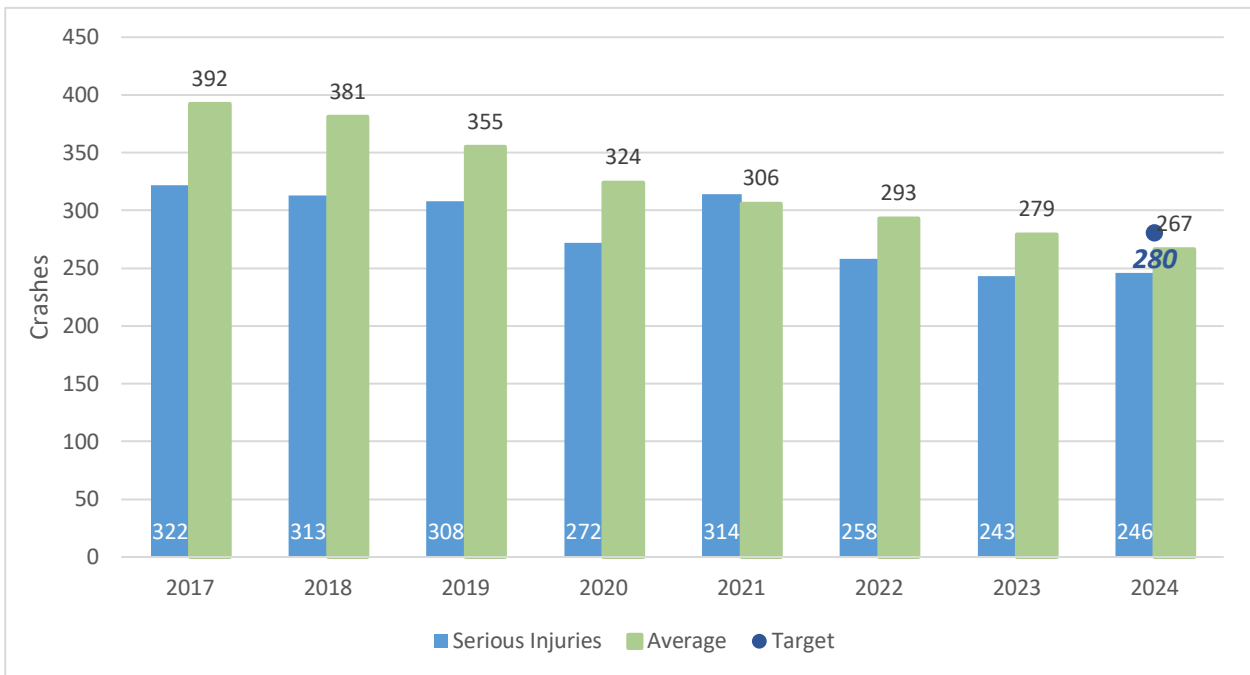
a Fatality statistics based on 2024 preliminary total as of January 21, 2025. Fatality statistics for 2023 remain preliminary. Serious Injury statistics based on 2024 preliminary total as of January 21, 2025. Citation statistics based on FFY 2025 preliminary totals.

b NHTSA imputed.

n/a Indicates insufficient data available at this time.

**Figure 2.1 Fatalities (2017 Baseline to 2024)**

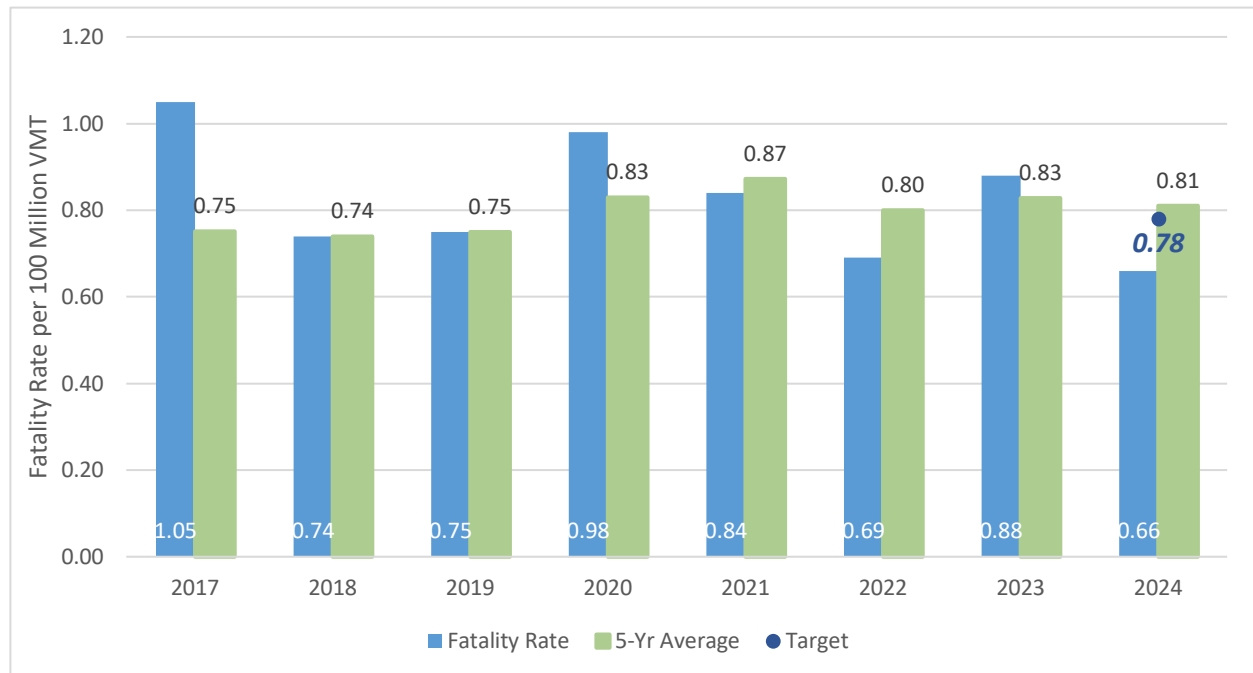
Source: RIDOT/OHS, 2023-2024 and FARS, 2021. 2022 and 2023 numbers as of January 21, 2025.

**Figure 2.2 Serious Injuries (2017 Baseline to 2024)**

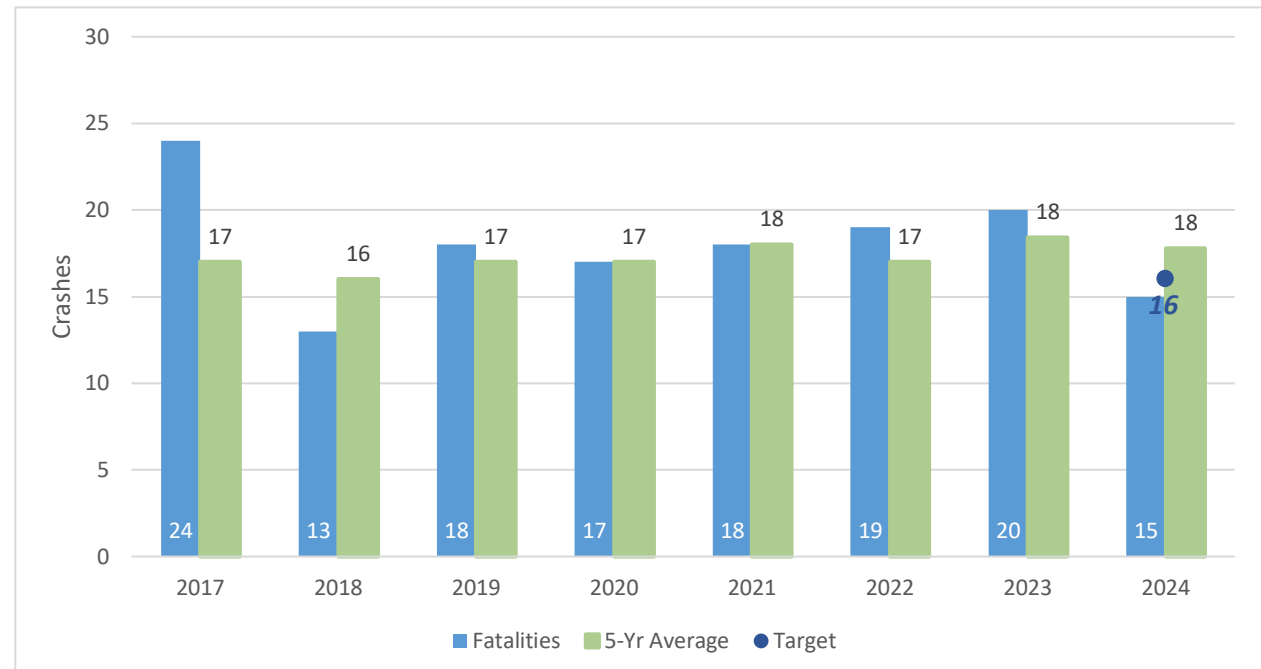
Source: RIDOT/OHS, 2024.

2024 Serious injury data is current as of January 21, 2025.



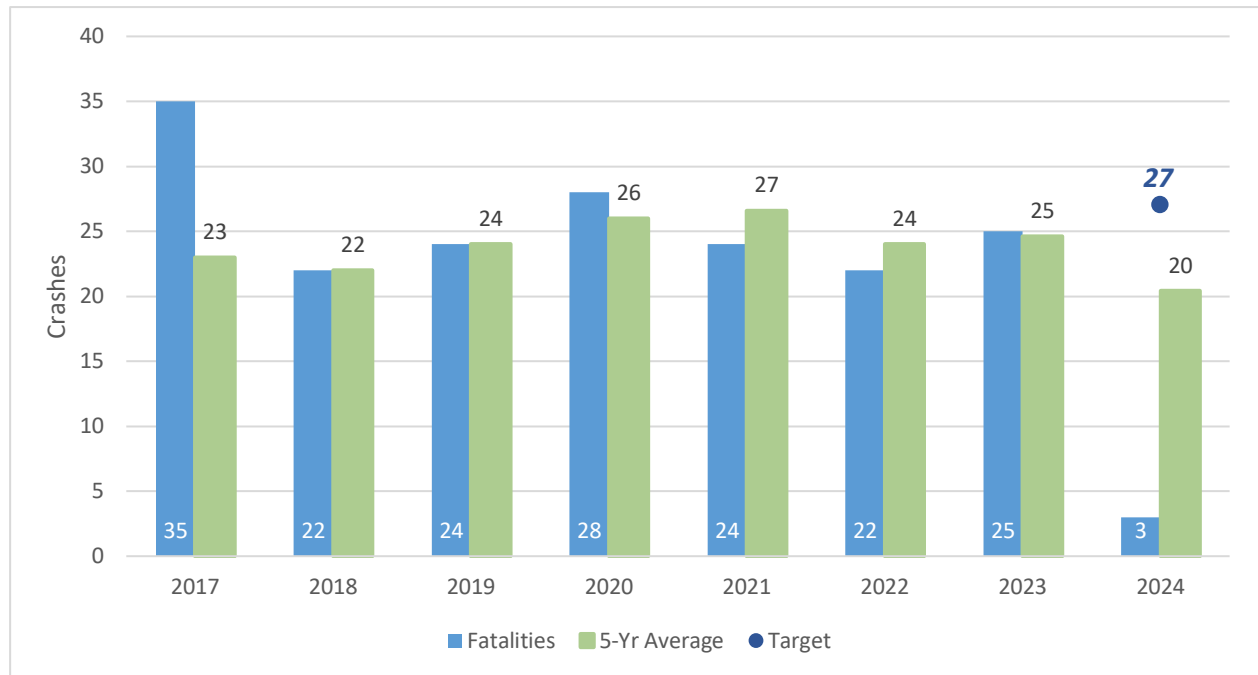
**Figure 2.3 Fatality Rate per 100 Million VMT (2017 Baseline to 2024)**

Source: RIDOT/OHS, 2023-2024 and FARS, 2021. 2022 and 2023 numbers as of January 21, 2025.

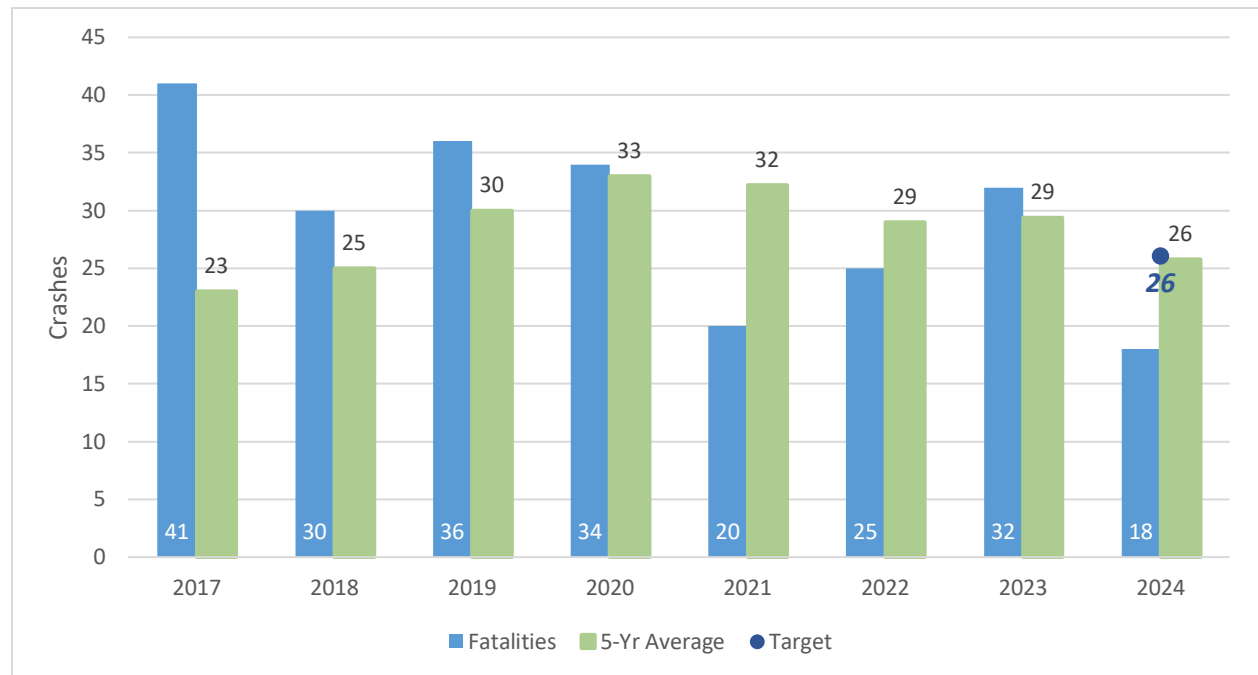
**Figure 2.4 Unrestrained Motor Vehicle Occupant Fatalities (2017 Baseline to 2024)**

Source: RIDOT/OHS, 2023-2024 and FARS, 2021. 2022 and 2023 numbers as of January 21, 2025.

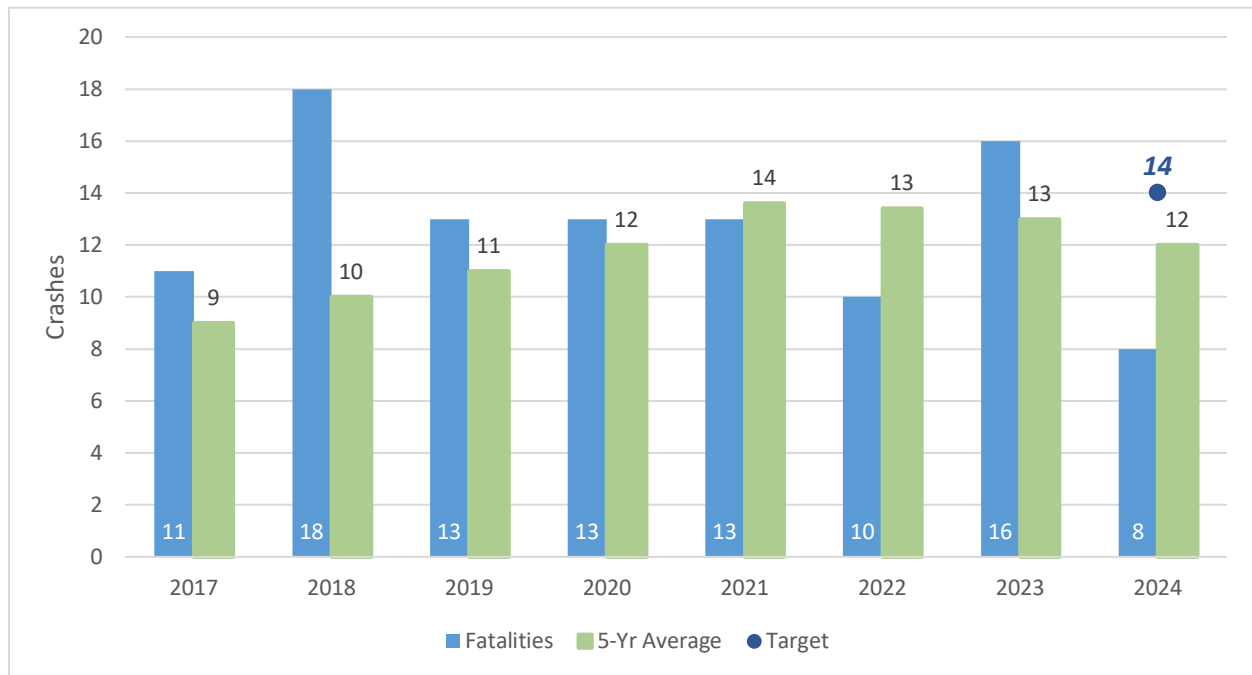
Note: Restraint usage restated to reflect all motor vehicle occupants except buses.

**Figure 2.5 Fatalities Involving Driver or Motorcycle Operator  $\geq 0.08$  BAC (2017 Baseline to 2024)**

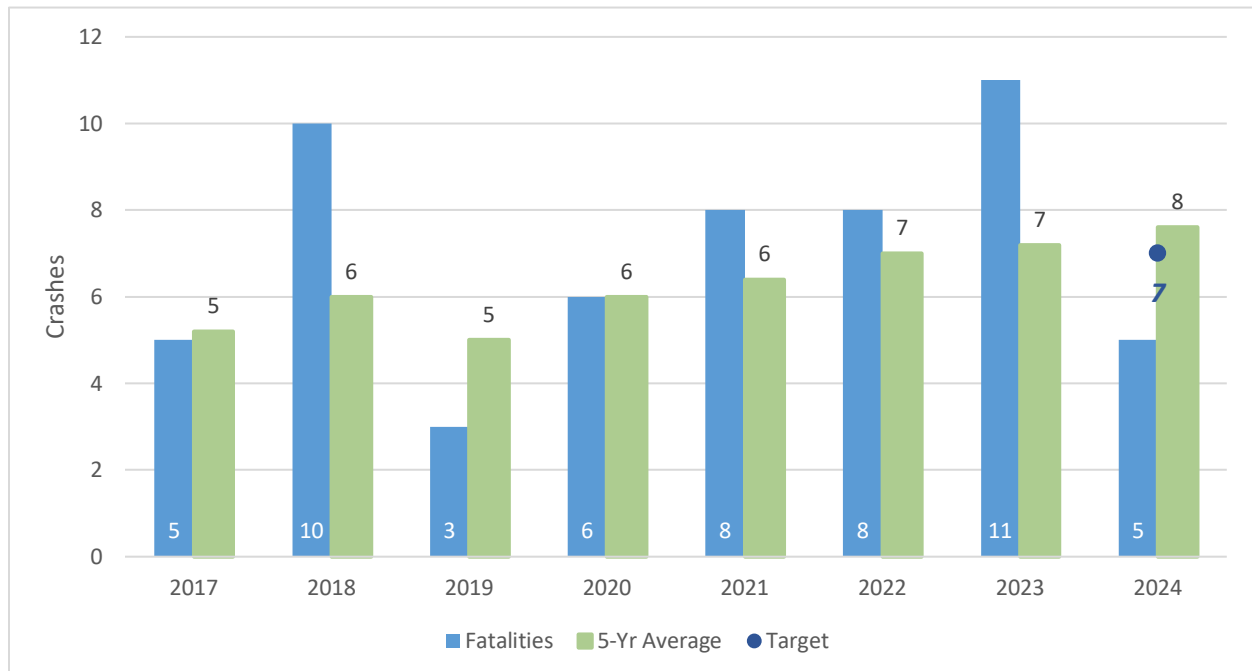
Source: RIDOT/OHS, 2023-2024 and FARS, 2021. 2022 and 2023 numbers as of January 21, 2025.  
2024 data not currently available for alcohol impaired fatalities.

**Figure 2.6 Speed-Related Fatalities (2017 Baseline to 2024)**

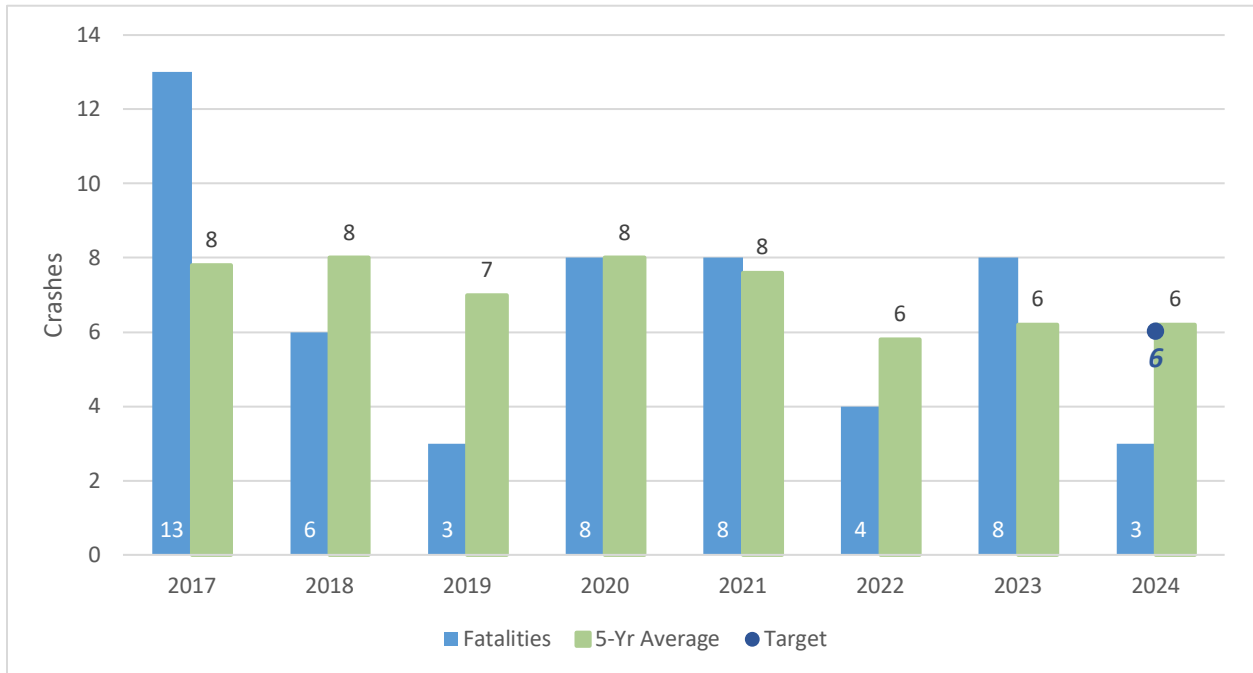
Source: RIDOT/OHS, 2023-2024 and FARS, 2021. 2022 and 2023 numbers as of January 21, 2025.

**Figure 2.7 Number of Motorcyclist Fatalities (2017 Baseline to 2024)**

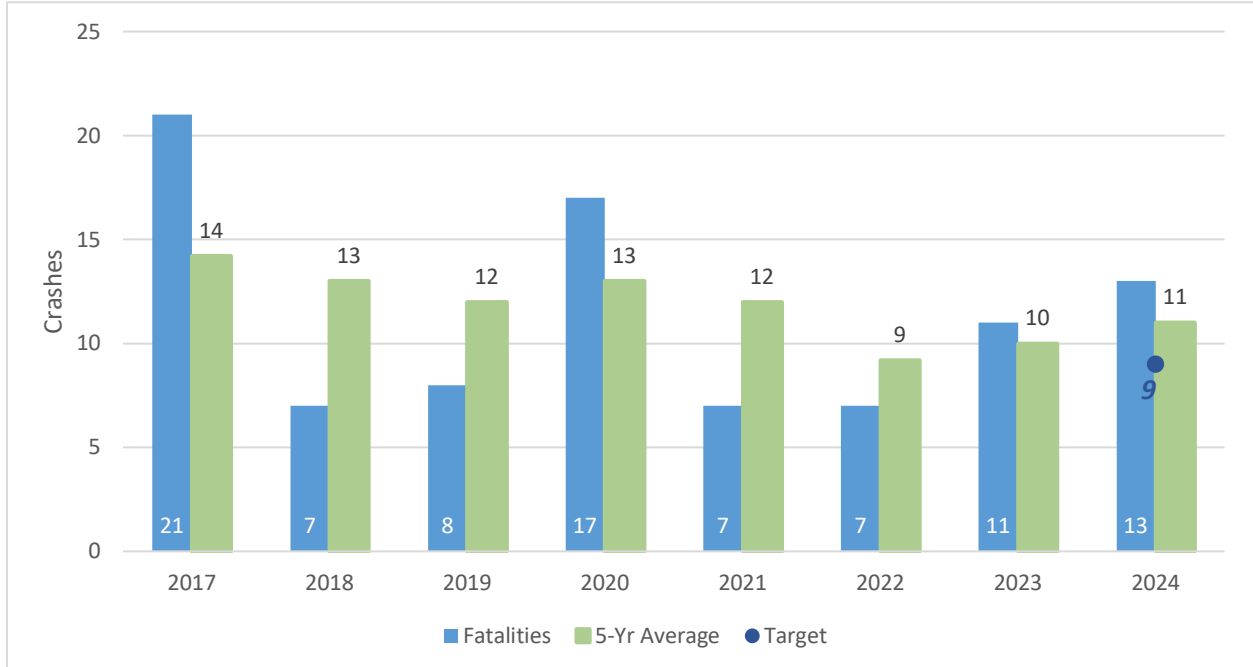
Source: RIDOT/OHS, 2023-2024 and FARS, 2021. 2022 and 2023 numbers as of January 21, 2025.

**Figure 2.8 Unhelmeted Motorcycle Fatalities (2017 Baseline to 2024)**

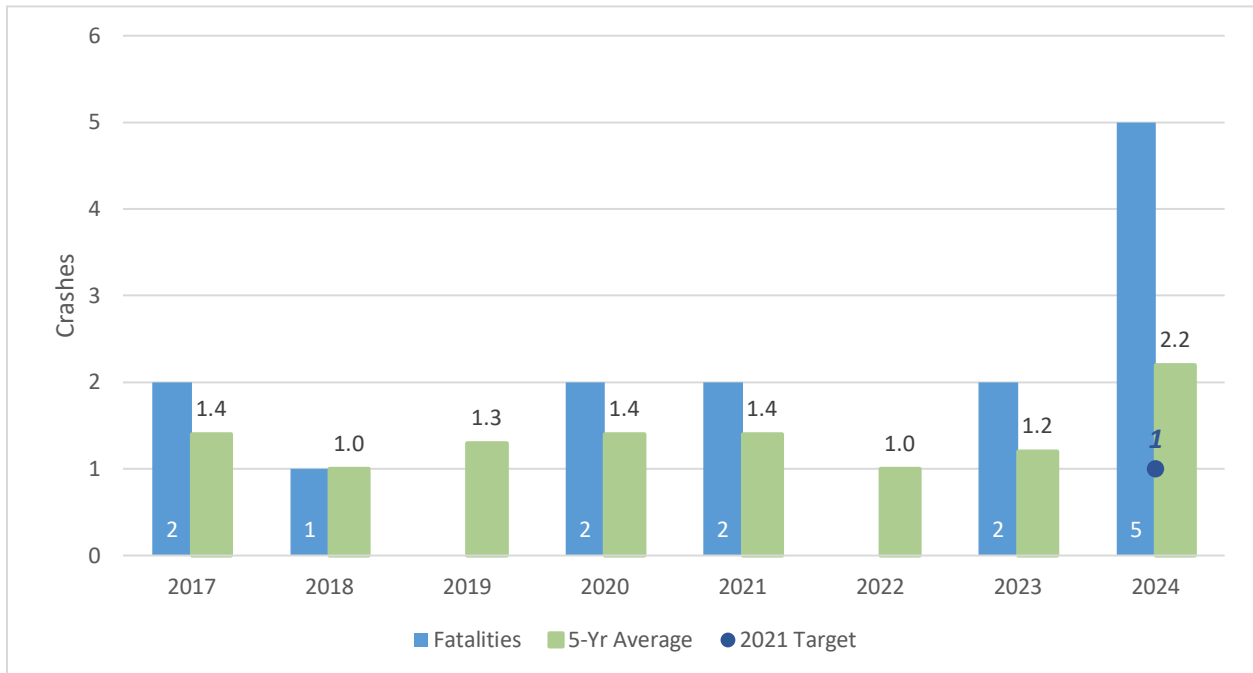
Source: RIDOT/OHS, 2023-2024 and FARS, 2021. 2022 and 2023 numbers as of January 21, 2025.

**Figure 2.9 Drivers Age 20 or Younger Involved in Fatal Crashes (2017 Baseline to 2024)**

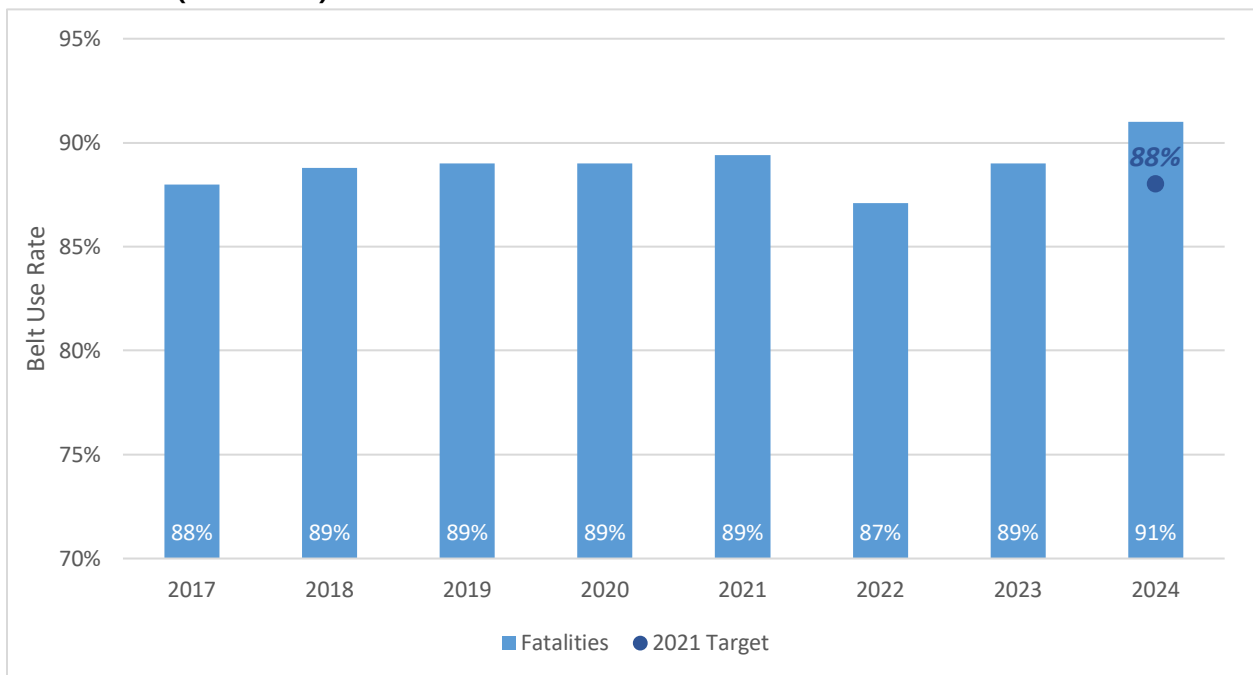
Source: RIDOT/OHS, 2023-2024 and FARS, 2021. 2022 and 2023 numbers as of January 21, 2025.

**Figure 2.10 Pedestrian Fatalities (2017 Baseline to 2024)**

Source: RIDOT/OHS, 2023-2024 and FARS, 2021. 2022 and 2023 numbers as of January 21, 2025.

**Figure 2.11 Bicyclist Fatalities (2017 Baseline to 2024)**

Source: RIDOT/OHS, 2023-2024 and FARS, 2021. 2022 and 2023 numbers as of January 21, 2025.  
Missing bars indicate that no fatal crashes occurred.

**Figure 2.12 Percent Observed Belt Use for Passenger Vehicles (Front Seat Outboard Occupants) (2017-2024)**

Source: RIDOT/OHS, 2024 Seat Belt Use in Rhode Island Report.

## 2.2 Target Summary

Through the FFY 2024 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 2024 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 2026 to better support meeting these targets. These adjustments will contribute to improvements in results for individual program areas and the overall total number of fatalities and fatality rate.

#### › 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 2024 – specifically related to unhelmeted fatalities. Approximately 20% of the 5-year average fatalities were motorcyclists and approximately 67% of those were not wearing a helmet.
- To date 8 fatal crashes involved motorcyclists in 2024 – an improvement over recent years. Despite our continued motorcycle safety media and educational efforts including the ongoing availability of advanced training opportunities, motorcycle safety remains a challenge, specifically related to unhelmeted fatalities.

- 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 developed a media outreach project in 2024 which will continue to be circulated and distributed in 2025. Partners such as RISP will help distribute this message to increase reach and expand audiences.
- 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 2025 and going forward we will provide more trainings for Law Enforcement to become qualified to conduct Pedestrian and Bicycle enforcement operations
- In 2025 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 2025 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 FY2023 - FY2024 Target Summary**

Performance Measure	Assessment of Results in Achieving Performance Targets for FY24 and FY23								
	FY 2024					FY 2023			
	Target Period	Target Year(s)	Target Value FY24 HSP	Data Source/ Progress Results*	FY24 Target On-Track: Y/N*	Target Value FY23 HSP	Target Year(s)	Data Source/ FY23 Final Result	Met FY23 Target Y/N
<b>C-1) Total Traffic Fatalities</b>	5 year	2020-2024	59	FARS 61	N	63	2019-2023	FARS 62	Y
<b>C-2) Serious Injuries in Traffic Crashes</b>	5 year	2020-2024	280	STATE 267	Y	301	2019-2023	STATE 279	Y
<b>C-3) Fatalities/VMT</b>	5 year	2020-2024	0.78	FARS 0.81	N	0.83	2019-2023	FARS 0.83	Y
For each of the Performance Measures C-4 through C-11, the State should indicate the Target Period which they used in the FY24 HSP.									
<b>C-4) Unrestrained Passenger Vehicle Occupant Fatalities, All Seat Positions</b>	5 year	2020-2024	16	FARS 18	N	17	2019-2023	FARS 18	N
<b>C-5) Alcohol-Impaired Driving Fatalities</b>	5 year	2019-2023	27	FARS 25	Y	24	2019-2023	FARS 25	N
<b>C-6) Speeding-Related Fatalities</b>	5 year	2020-2024	26	FARS 26	Y	29	2019-2023	FARS 29	Y
<b>C-7) Motorcyclist Fatalities (FARS)</b>	5 year	2020-2024	14	FARS 12	Y	14	2019-2023	FARS 13	Y
<b>C-8) Unhelmeted Motorcyclist Fatalities</b>	5 year	2020-2024	7	FARS 8	N	6	2019-2023	FARS 7	N
<b>C-9) Drivers Age 20 or Younger Involved in Fatal Crashes</b>	5 year	2020-2024	6	FARS 6	Y	7	2019-2023	FARS 6	Y
<b>C-10) Pedestrian Fatalities</b>	5 year	2020-2024	9	FARS 11	N	12	2019-2023	FARS 10	Y



Performance Measure	Assessment of Results in Achieving Performance Targets for FY24 and FY23								
	FY 2024					FY 2023			
	Target Period	Target Year(s)	Target Value FY24 HSP	Data Source/ Progress Results*	FY24 Target On-Track: Y/N*	Target Value FY23 HSP	Target Year(s)	Data Source/ FY23 Final Result	Met FY23 Target Y/N
<b>C-11) Bicyclist Fatalities</b>	5 year	2020-2024	1	FARS 2	N	1	2019-2023	FARS 1	Y
<b>B-1) Observed Seat Belt Use for Passenger Vehicles, Front Seat Outboard Occupants (State Survey)</b>	Annual	2024	88%	State Survey 90.5%	Y	90%	2023	State Survey 89.1%	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	2024	80%	State Survey 81%	Y	80%	2023	State Survey 81%	Y
<b>Occupant Protection: Perception of being ticketed</b>	Annual	2024	47%	State Survey 44%	N	45%	2023	State Survey 33%	N
<b>Occupant Protection: Increase Awareness of “Click It or Ticket” slogan</b>	Annual	2024	92%	State Survey 88%	N	92%	2023	State Survey 89%	N
<b>Traffic Records: Number of systems that access State EMS data</b>	Annual	2024	9	8 TRSP	N	9	2023	8 TRSP	N
<b>Impaired Driving: Increase Perception of Being Arrested after Drinking and Driving</b>	Annual	2024	60%	State Survey 60%	Y	60%	2023	State Survey 51%	N
<b>Impaired Driving: Increase Recognition of DSoGPO</b>	Annual	2024	65%	State Survey 69%	Y	65%	2023	State Survey 62%	N

Performance Measure	Assessment of Results in Achieving Performance Targets for FY24 and FY23								
	FY 2024					FY 2023			
	Target Period	Target Year(s)	Target Value FY24 HSP	Data Source/ Progress Results*	FY24 Target On-Track: Y/N*	Target Value FY23 HSP	Target Year(s)	Data Source/ FY23 Final Result	Met FY23 Target Y/N
<b>Distracted Driving: Percent who Never Talk on a Handheld Device while Driving</b>	Annual	2024	75%	State Survey 53%	N	75%	2023	State Survey 55%	N
<b>Pedestrians/Bicycles: Pedestrian Fatalities Testing Positive for Blood Alcohol</b>	Annual	2024	1	State N/D	-	2	2023	State N/D	-

\* Current year target tracking based on data up to January 21, 2025 for fatalities and serious injuries.  
 2023 and 2024 data are preliminary.  
 N/D Data not currently available.

# 3

## Updates to the Triennial HSP

The Bipartisan Infrastructure Law requires that State Highway Safety Office activity programs result from meaningful public participation and engagement from affected communities, particularly those most significantly impacted by traffic crashes resulting in injuries and fatalities. This section summarizes our FY 2024 efforts and offers a glimpse of ongoing PP&E and some early results witnessed.

### 3.1 Public Participation & Engagement

#### Engagement Planning

Following the Uniform Procedures for State Highway Safety Grant Programs Final Rule dated February 6, 2023, the Office on Highway Safety initiated planning and outreach for Listening Sessions in Affected Communities in Rhode Island to complement ongoing partner and stakeholder outreach efforts. During FY 24 the Office on Highway Safety revisited our crash data to assure that undeserved communities were being reached and assisted in traffic safety efforts. In reviewing our data we identified two communities which highlighted a need for attention and assistance.

#### Partner & Stakeholder Engagement

The first community was the Motorcycle Alliance of RI and the second was Older Drivers and those influencers in senior lives that were hoping to help older drivers navigate changing driving abilities and habits.

In advancing our energies into these two communities we never lost focus on the outcomes and results from our initial PP &Es we held in FY 2023. We paid close attention to lessons learned and recommendations offered in our first PP&E sessions and we relied on the expertise of our traffic safety partners to meet some of the desired outcomes and create new strategies to meet noted key takeaways. We won't offer any direct outcomes within this plan since the FY is only half complete and much work is in transition.

Before FY 2024 began the OHS decided to mandate that all sub recipients of NHTSA grant funds attend four meetings of RI's Traffic Safety Coalition which meets each month. The goal of these meetings is to assure a growing network of Traffic Safety

advocates and to align the coalition with a stronger mentality of true community collaboration. Although the year is not complete we believe this collaboration engagement has been strengthened and supported. An example of this is when AAA offered their newly created Older, Wiser Driver program to coalition members and many of the members asked that the program come to their city/town to increase the knowledge base of senior drivers in their community.

Another example is when a representative from the Department of Health's EMS division gave a detailed the example of post-crash care to members of our Traffic Records Coordinating Committee. The example shared and information offered carefully and directly tied the Safe System approach to what we do in all communities regarding our traffic safety efforts.

### 3.2 Engagement Strategies

Prior to the documented engagement requirements of the BIL, the Office on Highway Safety has consistently offered an annual in-person meeting for program partners and stakeholders to discuss potential planning activities and learn about the grant application process. This annual meeting is open to partners and stakeholders statewide. During this fiscal year all community partners and stakeholders attended and actively participated in discussions following the grant instructional portion of the training.

This annual meeting was also followed by one-on-one meetings with partners and stakeholders as requested to better formulate potential activities for the upcoming fiscal year.

Prior to this annual meeting the OHS staff reviewed recent crash trends and emerging issues, gathered input on safety problems, and discussed effective countermeasures being implemented by our department and other agencies. We also discussed the capacity reality of potential sub-recipients.

### 3.3 Engagement Goals Updates

#### Goal #1

OHS will continue to conduct outreach to new, current, and prior partners and partner agencies to spread the OHS vision and continue to program impactful and diverse activities that will contribute to a reduction in fatalities and serious injuries in Rhode Island.

*This goal is the exact reason why the OHS revisited data and found that our crashes were demonstrating a trend of senior drivers and pedestrians, and motorcyclists were overrepresented in our serious injury and fatality data. It is why we have invested into a senior driver/pedestrian safety program with AAA. It is also the reason why we met with representatives of the RI Motorcycle Alliance to develop a list of concerns and possible safety remedies to address the latest trend.*

## **Goal #2**

OHS will use public engagement to improve our understanding of how the public consumes media to improve the delivery of safety messaging.

*During FY 24 the OHS supported the creation of three new media strategies. One strategy was in partnership with a southern based college town's Law Enforcement agency. This agency asked to work with a state approved vendor to develop a continuum of social media, press releases and in person presentations to town residents depicting the identified traffic safety issues along with a resolute determination of active community participation based on law enforcement protection and community responsibility collaboration.*

*The OHS also worked with the RI Police Chiefs' Association to increase planned mobilization messages for all RI Law Enforcement Agencies to share and highlight. The NHTSA Communications Calendar is being used as the guiding document of message timing and is helping to create a stronger line of one voice safety messaging that aligns with our neighboring states.*

*During FFY 24 we participated in a collaborative July 4th media event that held victim voices, law enforcement leadership and community advocates speaking to the general public regarding impaired drivers. It was the first time we had collaborated with RI's Department of Environmental Management. The DEM is responsible for boating and waterway safety which is a large concern for our Ocean State. We continue to recognize that once people leave the waterways via their own boat or from one of our several ferries they immediately head onto our roadways. A strong effort to maximize the general public's recognition of how responsible behavior on a boat serves to also protect our roads is a significant message which aligns with our strategies and our desired outcomes.*

*We also employed new Motorcycle Safety media messaging with our community partner, MADD RI.*

*Billboards developed with messaging warnings to NEVER operate a Motorcycle while impaired was offered as another visual display of safety messaging. Added to MADD's increased social media mirrored messaging is helping to spread that message even deeper into the knowledge base of all who choose to operate a motorcycle.*

## **Goal #3**

OHS will build new relationships in geographies that are identified as Affected Communities to begin a longer dialogue about transportation safety concerns and needs in those communities.

*We made strong efforts in FY 24 to increase our partnerships, our community outreach, as well as, increasing networking strategies between our natural safety*

*focused partners. Our office is not overly staffed at any time so we rely on the goodwill and strength of our most active and engaged community partners. We've increased our programmatic safety ability through an enhanced partnership with the RI Police Chiefs' Association, AAA, MADD, Youth Driven, the Tori Lynn Andreozi Foundation, Young Voices and the Motorcycle Alliance. We also continue to support our strong bicycling advocates in WRWC, Bike Newport and the RI Bike Coalition. Each partnership helps us strengthen our promised delivered and efforts to reach ZERO fatalities. We not only understand that, but we are also honored that our partners are so engaged and active. Their open willingness to invest in the work we do offers us continued motivation to adjust our strategies and remain on track to create a true network of advocates which support Safe System approach.*

### 3.4 Outcomes and Ongoing Engagement

Ongoing Engagement is the exact intention of our State's Traffic Safety Coalition which maintains a high level of activity and participation. During FY 25 we are working with the TSC membership to create new strengths and new activities that will increase our efforts to LISTEN and review ongoing traffic safety threats and solutions to meet those threats.

The Motorcycle Alliance shared three concerns that are engineering based. All stated concerns were shared with RIDOT's Safety Engineering unit and are being weighed and discussed so that positive action steps can be created and implemented. Those concerns were:

1. *The alliance prefers that RIDOT's construction folks NEVER do linear cracks when repairing roads since it takes a bike and throws it around. They ask us to consider employing horizontal or cross cuts.*
2. *Do the feds dictate a specific and acceptable speed limit for any roads that use speed bumps? They consider speed bumps very dangerous to MC operators.*
3. *Are there reflective signs that you can spot BEFORE someone gets to a speed bump as a warning or even better a reflected painted speed bumps?*

The Alliance also asked that we consider a Driver's Education program from a Southern state that highlights a new driver's responsibility towards motorcycle operators who share the road and updated information as they consider being a Motorcyclist as well down the road. The alliance is retrieving that information or our consideration and assistance. As a team we believe it will be a useful program that enhances our new driver education efforts.

We are also hoping to create a strong bond that supports collaborative efforts between this Alliance and the Alliance for Highway Safety.

During this fiscal year we have also been involved with North Main Street Safety Task Force in Providence. Our unit was part of a Road Safety Assessment with task force members and we are in the midst of creating goals and action steps as this plan is being produced. Once again it will be a combination of community and state collaboration and action. It will also highlight both engineering and behavioral best

practices and will be based in a Safe System Approach. This task force was created following four pedestrian fatalities, some involving driver impairment. Community advocates and political leaders invited RIDOT to be on the task force as active members and we are excited to have been invited as community safety leaders.

Since our data demonstrated an increase in dangerous road behavior that involved older drivers and older pedestrians we are proud of the "Older and Wiser Driver" program that we support through the efforts of AAA. They spoke, we listened and we worked together to create a program that all municipal agencies can host and implement. It's exciting!

In FY 2025 we are working with a local non-profit foundation to implement an older driver program which highlights impaired driving, both alcohol and drugged related. It's a new opportunity to highlight the need to change road culture with a population who has heard traffic safety messaging for most of their lives.

I would be remiss not to mention our collaborative efforts with the RI Attorney General's office in supporting a piece of impaired driving policy that has been "waving in the wind" for several years but we believe will support our ultimate goal of Zero Fatalities. The Rhode Island General Assembly passed a bill in June that will extend the period of time during which a driver convicted of a second or subsequent DUI violation can face enhanced penalties from five to 10 years. The additional time, known as a "lookback" period, is an effort to deter repeat offenders, who are often subject to harsher penalties due to the escalating nature of their crimes. Impaired driving is a major public safety issue in Rhode Island. In 2022, nearly 43% of all traffic-related fatalities involved alcohol impairment, ranking the state among the worst in the country for this percentage. The Rhode Island Department of Transportation (RIDOT) reports that approximately 3,000 drivers are arrested for driving under the influence every year. In 2022, nearly 70% of those arrested refused to submit to chemical testing, with many having a blood alcohol content well over the legal limit. The new law will also serve as a reminder to law enforcement and prosecutors to crack down on repeat offenders and ensure that they are held accountable to the fullest extent of the law. It is hoped that this deterrent effect will encourage those who drive under the influence to take responsibility for their actions and refrain from engaging in this dangerous and destructive behavior.

The passage of this legislation represents a significant victory in the fight against impaired driving in Rhode Island. It is hoped that the additional time will serve as a deterrent to repeat offenders and encourage those who drive under the influence to take responsibility for their actions and refrain from engaging in this dangerous and destructive behavior.

The passage of this legislation represents a significant victory in the fight against impaired driving in Rhode Island. It is hoped that the additional time will serve as a deterrent to repeat offenders and encourage those who drive under the influence to take responsibility for their actions. This effort is a true example of collaboration of state, local and community leaders and advocates on behalf of traffic safety and our goal to keep people safe and alive.

We have been approached by the Department of Health's Communication and Education Office asking that we connect them to a local Cannabis dispensary. The DOH asked the dispensary for their assistance to promote an in-person survey to dispensary customers. DOH's goal is to retrieve information from cannabis users that will assist them in developing educational and prevention programs regarding Cannabis use. Although the dispensary is interested discussing using Highway Traffic Safety messages on their bagged customer packages, we are aware that NHTSA funds are unable to support this type of purchase and activity. Since we assisted in making this new state agency connection and DOH is using State Cannabis tax revenues to support their efforts, we are hoping that DOH will agree to fund the package messaging project we'd like to see come to fruition. Our next step would be to also ask that messaging could be placed in view within the dispensary using these same funds. Now that cannabis has been legalized in our state for recreational use, we need to find acceptable and allowable ways to send strong safety messages to those parties who are using cannabis.

We are continuously seeking new partnerships which will help grow and enhance the voice of traffic safety. We would be remiss if we didn't mention that Public Participation and Engagement has ruled RI's safety world for several decades now. Because of the Federal Government's call to enhance those PP&E efforts and wrap them into the Safe System model we have reinvigorated the general public's attention and responsibility to solving some of our most challenging roadway issues. Listening sessions allow us to count our accomplishments and serve to move us to the next action steps we need to pursue and employ collaboratively.



# 4

## Program Areas

The program performance targets and measures, and projects identified for the nine program areas addressed in the FFY 2024 HSP are described in this section.

### 4.1 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 29 percent of the total fatalities in 2024. The number of unrestrained fatalities in 2024 decreased to 15, comparable to the decrease in overall fatalities.

#### Performance Measures and Targets

**Table 3.1** summarizes the occupant protection performance measures and targets identified in the 2024 HSP. The performance measures show that unrestrained fatalities have decreased. 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 to 16 (Triennial HSP – 2018 to 2022) or below by December 31, 2024.	Number of unrestrained fatalities reduced slightly in 2024 comparable to overall fatalities. This resulted in a five-year average of 18.
Increase observed seat belt use from the Triennial HSP baseline (2022) of 87.1 percent to 88 percent by 2024.	Belt use in 2024 was 90.5%.
Increase safety belt use among pickup truck drivers, as measured by observations, from the Triennial HSP baseline (2022) of 75.3 percent to 80 percent in 2024.	Percent of pickup truck drivers observed using seat belts. In 2024, there was an 81 percent observance rate.
Increase perception of being ticketed for failure to wear safety belts “always” or “nearly always” from the Triennial HSP baseline (2022) of 35.6 percent to 47 percent in 2024.	The perception of being ticketed for failure to wear seat belts “always” or “nearly always” was 44 percent in 2024.
Increase awareness of “Click It or Ticket” slogan from the Triennial HSP baseline (2022) of 85.8 percent to 92 percent in 2024.	Drivers aware of “Click It or Ticket” slogan was 88 percent in 2024.

## Planned Activities and Funding

The 2024 HSP identified 13 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 13 projects; the relevant performance measures; the Funds Approved to each project; and the project status.

**Table 3.2 FFY2024 Occupant Protection**

Activity Number	Activity	Funding Granted	Funds Expended	Project Status
<b>402OP-24-01</b>	Municipalities/RISP Seat Belt Law Enforcement Patrols & Training	\$327,635.69	\$242,773.56	Complete
<b>402OP-24-02</b>	Municipalities/RISP/ URI Child Passenger Safety (CPS) & Training	\$182,632.01	\$121,915.69	Complete
<b>402EM-24-05</b>	EMS Crash Safety Equipment	\$400,000.00	\$59,656.00	Incomplete
<b>M2CPS-24-01</b>	RI Hospital Child Passenger Safety in Rhode Island	\$157,649.28	\$133,618.53	Complete
<b>M2PE-24-02</b>	Genesis OP for Diverse Families	\$24,992.99	\$24,992.99	Complete
<b>M2OP-24-03</b>	CIOT DMV Intercept Survey	\$11,425.00	\$11,425.00	Complete
<b>M2OP-24-04</b>	CIOT Observational Surveys	\$85,450.00	\$85,450.00	Complete
<b>M2PE-24-05</b>	RISP Rollover Simulator Demonstrations	\$11,949.52	\$2,491.36	Complete
<b>M2HVE-24-01</b>	URI Seat Belt Law Enforcement Patrols	\$3,762.00	\$994.40	Complete
<b>M2CSS-24-01</b>	RI Hospital Low Community Distribution Car Seats	\$49,947.11	\$46,759.16	Complete

<b>402UNATTD-24-01</b> <b>FDL*UNATTD</b> <b>24-01 FLEX</b>	Vehicular Hyperthermia Awareness Program	\$5.00 (402UNATTD) \$99,995.00 (405D Low)	\$5.00 (402UNATTD) \$27,220.00 (405D Low)	Complete
<b>M8*PM-24-03</b>	Paid Media Occupant Protection	\$200,000.00	\$0.00	Incomplete
<b>M8*OP-24-01B</b>	Salaries (OP)	\$325,000.00	\$214,958.65	N/A

## Project Descriptions

Occupant Protection continues to be an issue in Rhode Island yet data limitations present challenges to mitigating the issue. In FFY 2024 OHS pursued 13 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 2024 fiscal year.

### **NHTSA 402OP-24-01: Municipalities/RISP Seat Belt Law Enforcement Patrols & Training**

**Subrecipient:** RI Municipal Police Agencies

Funding Source	Funds Granted	Funds Expended	Project Status
<b>Section 402OP</b>	\$327,635.69	\$242,773.56	Complete

#### **Description:**

Rhode Island Law Enforcement Municipalities and the Rhode Island State Police continued their work in seat belt enforcement and education during the 2024 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:**

Rhode Island Law Enforcement Municipalities worked a combined total of 3,366 hours this 2024 fiscal year and issued a total of 4,287 seat belt citations during NHTSA grant funded seat belt enforcement. The Rhode Island State Police worked a total of 149 hours during the fiscal year and issued a total of 162 seat belt citations during NHTSA grant funded seat belt enforcement. Additionally, a total of 273 contacts were made and 32 warnings were issued over the course of the 2024 fiscal year.

The Rhode Island State Police and municipalities across the state participated in CIOT campaigns both local and national. The combined efforts of law enforcement during the fiscal year also contributed to our highest ever recorded seat belt compliance percentage of 90.5%, a direct reflection on support from our enforcement partners. The Office on Highway Safety is proud to partner with law enforcement agencies again in FFY2025 to continue educating the Rhode Island driving public on the dangers present when not wearing a seat belt.

**NHTSA 402OP-24-02: Municipalities/RISP/URI Child Passenger Safety (CPS) & Training****Subrecipient:** Municipality and State Police Departments

Funding Source	Funds Granted	Funds Expended	Project Status
<b>Section 402OP</b>	\$182,632.01	\$121,915.69	Complete

**Description:**

This project provides funds for municipal police departments, Rhode Island State Police barracks, and the University of Rhode Island Police 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 during the 2024 fiscal year. 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 law enforcement municipalities across the state, Rhode Island State Police, and the University of Rhode Island Police on Child Passenger Safety enforcement in FFY2024. Whether it be at individual departments and 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.

Municipalities were awarded a total of \$175,959.85 this fiscal year, and by the close of the fiscal year expended \$117,815.29. A total of 1,669 hours were worked, and 1,416 seats were checked over the course of the year. RISP were awarded a total of \$5,167.36 this fiscal year, and by the close of the fiscal year expended \$2,140.41. A total of 33 hours were worked, and 23 seats total were checked over the course of the year. For URI Police, zero hours or seats were worked/checked during the FY24 fiscal year. However, one new CPST was added to their ranks to hopefully increase their productivity in FY25. RIDOT will continue to support this enforcement initiative that benefits families and children across the state in the coming fiscal years.

**NHTSA 402EM-24-05: EMS Crash Safety Equipment****Subrecipient:** Municipal

Funding Source	Funds Granted	Funds Expended	Project Status
<b>Section 402EM</b>	\$400,000.00	\$59,656.00	Incomplete

**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.

This project will also consist of a training component where recipients will conduct an in-person training or create a video highlighting how speed, impaired driving, distracted driving, and not wearing your seatbelt can lead to serious or fatal injuries. This training (either in person or virtually facilitated) will be offered to schools and businesses throughout the state but will be concentrated within the community which is awarded this equipment.

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:**

Although this program had been initially approved by NHTSA we were only allowed to purchase one EMS program equipment for the West Glocester Fire After Crash Program. To date it remains a mystery why we were unable to use these pre-approved funds accordingly and although asked for specific documentation outlining the equipment refusals such documentation was never received.

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#### **NHTSA M2CPS-24-01: RI Hospital Child Passenger Safety in Rhode Island**

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

Funding Source	Funds Granted	Funds Expended	Project Status
<b>Section 405B Low</b>	\$157,649.28	\$133,618.53	Complete

#### **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 FY24, Rhode Island Hospital's Child Passenger Safety Training program is back as a longstanding partner with the Office on Highway Safety.

#### 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 in FY24. 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 2024, 3 full certification courses were held in October 2023, May 2024, and June 2024. Additionally, 2 recertification courses were held in January 2024 and August 2024. A total of 55 technicians were added during fiscal year 2024, all coming from various careers including police, EMS, non-profit etc. across the state. The CPS program also conducted 36 seat check/safety events around the state with partners and had 138 seat check appointments completed at the Injury Prevention Center over the 2024 fiscal year. Throughout the year a grand total of 900 families/caregivers were helped, 500 car seats were installed, and 250 seats were distributed to families that reached the criteria for receiving one. 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 M2PE-24-02: Genesis OP for Diverse Families

**Subrecipient:** Genesis Center

Funding Source	Funds Granted	Funds Expended	Project Status
<b>Section 405B Low</b>	\$24,992.99	\$24,992.99	Complete

#### Description:

The target audience for this program are the adults and families enrolled in Genesis Center's programs. Their participants are primarily diverse, low-income Providence residents. Close to 90% of the residents in their community self-identify as a minority, and most are non-native speakers of English. Genesis Center is in a community whose inhabitants face several barriers to success, including higher rates of poverty and unemployment and lower levels of educational attainment. More than half of households in our neighborhood earn less than \$35,000 annually, and many earn far less than that amount.

In the coming year, they expect to serve more than a thousand people and their families through adult education, job training, and early learning. Almost all their program participants are minorities, including 74% who are Latino. Their participants represent some forty countries and speak a dozen different languages. Nearly 75% of their program participants are women, most of whom are parents. Genesis' programming includes services that target highly vulnerable populations, including SNAP and TANF recipients and State Pre-K and Early Head Start programming for our children. This project is a year-long, multi-faceted outreach and education campaign to educate people in their community about the importance of occupant protection. Topics will include raising awareness of RI's primary seat belt law and child passenger safety regulations, using data to educate our community on how use of a passenger restraint can increase the chances of survival for themselves or a loved one, and informing parents of proper car seat use and misuse.

**Performance:**

During FFY 2024, Genesis Center served nearly four thousand (3970) members of our community (primarily from the south side of Providence, but including people from Cranston, Pawtucket, and other cities in Rhode Island) in one way or another. That number includes 1675 full color flyers distributed here at Genesis Center and at over a dozen other community organizations, libraries, and health centers in the 02907/02908 zip codes. Another 1982 people were reached through social media. We conducted 107 surveys for 60 respondents.

Genesis had 3 goals in FY24.

1. To increase seat belt knowledge and awareness of seat belt laws for at least 200 adults in our community. This goal was met.
2. To ensure proper car seat/booster seat usage for a minimum of 50 parents with at least one child aged 7 or younger. This goal was not met. Only 34 seats were distributed due to the distribution of seats from Safe Kids being delayed at the beginning of the project.
3. Refer/provide a voucher for up to 25 families for a new car seat/booster seat to the distributing agency. This goal was not met as the seat distribution system was changed and vouchers were not provided.

**NHTSA M2OP-24-03/NHTSA M2OP-24-04: CIOT DMV Intercept Survey & Observational Surveys**

**Subrecipient:** Preusser Research Group

Funding Source	Funds Granted	Funds Expended	Project Status
<b>Section 405B Low</b>	\$96,875.00	\$96,875.00	Complete

**Description:**

RIDOT continued its contracted partnership with Preusser Research Group (PRG) during the 2024 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. Their attitudinal surveys also gauge the public's awareness of and perception of impaired driving campaigns at both the national and statewide level.

**Performance:**

In FFY2024, the belt usage rate was determined to be 90.5% which is more than a 2-percentage point increase from 2023's rate which was 89.1%. This is Rhode Island's highest ever recorded seat belt usage rate. 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 awareness surveys for "Click It or Ticket" and Impaired Driving via the internet and phone solicitation in July and August 2024. Data was collected from approximately 500 respondents in each year (501 in 2023, 503 in 2024). Table 1 summarizes the demographic characteristics of the survey respondents. Roughly half of respondents were female (50.9% and 51.1% in 2023 and 2024, respectively), approximately 48 percent were male (48.3% in each of 2022 and 2023). The two most commonly reported age categories for respondents were *60+ years old* (32.9% and 32.6% in 2023 and 2024, respectively) and *21-34 years old* (23.2% in 2023 and 23.3% in 2024). Most respondents described themselves as *white* (77.3% in 2023, 80.2% in 2024), followed by *Spanish/Hispanic/Latino* (5.6% in 2023, 6.4% in 2024), and *African American* (5.4% and 3.8% in 2023 and 2024, respectively). Preusser Research



Group expended all their awarded contract funds for FY 2024. RIDOT is looking forward to another contract year in FFY24 with PRG.

#### **NHTSA M2PE-24-05: RISP Rollover Simulator Demonstrations**

**Subrecipient:** Rhode Island State Police

Funding Source	Funds Granted	Funds Expended	Project Status
<b>Section 405B Low</b>	\$11,949.52	\$2,491.36	Complete

##### **Description:**

The OHS will work with RISP to promote and conduct Rollover Simulator demonstrations in as many locations as possible in FFY2024 (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 2024 Federal Fiscal Year. A total of 7 grant funded demonstrations were held at safety events during October, November, March, April, and July in FFY24. 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 FFY2025.

#### **NHTSA M2HVE-24-01: URI Seat Belt Law Enforcement Patrols**

**Subrecipient:** University of Rhode Island

Funding Source	Funds Granted	Funds Expended	Project Status
<b>Section 405B Low</b>	\$3,762.00	\$994.40	Complete

##### **Description:**

OHS will fund implementation of seat belt overtime enforcement patrols by the URI Police Department in fiscal year 2024. Patrols will be conducted during both daytime and nighttime hours, including mandatory participation for the national mobilization, May to June 2024 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 URI PD worked a total of 16 hours and issued a total of 7 seat belt citations during FY24 NHTSA grant funded seat belt enforcement. Additionally, they made 29 contacts and issued 27 seat belt warnings during grant funded seat belt enforcement. They spent a total of \$994.40. The Office on Highway Safety is proud to partner with the URI PD again in FFY2025 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 M2CSS-24-01: RI Hospital Low Community Distribution Car Seats**

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

Funding Source	Funds Granted	Funds Expended	Project Status
<b>Section 405B Low</b>	\$49,947.11	\$46,759.16	Complete

#### **Description:**

In the United States motor vehicle crashes are a significant source of morbidity and a leading cause of death for children. In 2020, there were 38,824 traffic fatalities in the United States. In that range 1,093 (3%) were children 14 and younger. Of the 23,824 passenger vehicle occupants killed in 2020 in traffic crashes, 755 (3%) were children. Of these 755 child passenger vehicle occupants killed in traffic crashes, restraint use was known for 680, of whom 286 (42%) were unrestrained.

In their mission for ZERO traffic fatalities, Rhode Island Hospital's Safe Kids and 4-Safety programs have developed programming specifically for child transportation safety with the dissemination of education and safety equipment by way of car seat education and distribution of child safety seats, bicycle safety education and distribution of bike helmets, as well as pedestrian safety education in their yearly partnership with RIDOT. The Injury Prevention Center at Rhode Island Hospital (IPC) has been a leader in the field of CPS and other injury prevention for 25 years. The IPC has served as the lead agency for Safe Kids Rhode Island since 2008. In this role the IPC assumed responsibility for all CPS, and other injury prevention training activities in the state of Rhode Island. They hold CPST certification classes and renewal classes each year and have certified over 500 individuals as CPST's. In their programming for FY24 the following will be promised deliverables for their programs: Car Seat Fitting station with scheduled installations at the IPC, Bicycle Helmet Fitting stations at the IPC and community events, dissemination of injury prevention materials, community safety events held throughout the year (CPS, Ped/Bike safety focused), CPST certification/recertification classes, lead agency for RI's Safe Kids Coalition, continue as Safe Kids World-wide's state CPS contact, assist with instruction to new CPST's on mandatory use of NDCF, and administering the pilot of the new statewide child safety seat distribution station for Law Enforcement across the state. For evaluation of the program, the National Digital Check Form (NDCF), will track year-round data and trends for the program in its online repository. RI Hospital also tracks the number of families that participate in/attend community events or schedule checks at the IPC.

#### **Performance:**

Lifespan's Injury Prevention Center distributed car seats to underserved community totaling 46,759.16 using a voucher system.

**NHTSA 402UNATTD-24-01/ NHTSA FDL\*UNATTD-24-01 FLEX:** Vehicular Hyperthermia Awareness Program**Subrecipient:** RIDOT

Funding Source	Funds Granted	Funds Expended	Project Status
<b>Section 402UNATTD</b>	\$5.00	\$5.00	Complete
<b>Section 405D Low Flex</b>	\$99,995.00	\$27,220.00	

**Description:**

Over the past 25 years, more than 950 children have died of heatstroke, because they were left or became trapped in a hot car. It's important for everyone to understand that children are more vulnerable to heatstroke and that all hot car deaths are preventable. RI will create a campaign that mirrors NHTSA's "We've all forgotten something. DON'T forget SOMEONE. We'll make the same notes that "cars get hot fast" and we'll encourage everyone to check the back seat. We'll create the program from January through May and run it throughout the summer months. We'll employ our website and social media partners to share it as many times as possible throughout the Summer and early months of Fall. We will share the program with our community traffic safety partners to reach every RI community.

**Performance:**

Educational awareness material was published using media outlets to include, social media, print media, and radio. Proofs were supplied with each month of reimbursement request.

**NHTSA M8\*PM-24-03:** Paid Media Occupant Protection**Subrecipient:** State Approved Media Vendor

Funding Source	Funds Granted	Funds Expended	Project Status
<b>Section 405E</b>	\$200,000.00	\$0.00	Incomplete

**Description:**

OHS will contract a statewide paid and earned media campaign for the CIOT campaigns scheduled for November 2023, March 2024, May 2024, and September 2024. *"Countermeasures That Work" rates Communications and Outreach Strategies for Older Children and Strategies for Child Restraint and Booster Seat Use as three stars for effectiveness.* Following social equity best practices, media materials will be placed in both English and Spanish with the venues chosen based on market data for each audience. OHS will inform the public via paid media of all the steps of proper child restraint device use, including infant seats, convertible seats, forward facing seats, booster seats and safety belts. The media buy is expected to cover online and "out of home" (billboard/bus). 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. CIOT: November 2023, March 2024, May 2024, and September 2024. This campaign will target an audience of 16- to 34-year-old males. CPS: September 2024 during "National Child Passenger Week." The target audience will be of parents and caregivers, with an emphasis on women between 18 and 40. As stipulated by the Master Price Agreement contract, the selected vendor will conduct a comprehensive post-buy analysis, which will serve as the evaluation for this project. OHS will measure before and after message recognition. This project will be evaluated based on the criteria set out in the Section 402 Advertising Space Guidance.

**Performance:**

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

**NHTSA M8\*OP-24-01B: Salaries (OP)**

**Subrecipient:** Office on Highway Safety

Funding Source	Funds Granted	Funds Expended	Project Status
<b>Section 405E</b>	\$325,000.00	\$214,958.65	N/A

**Description:**

Staff Salaries dedicated to OP programming for Grant review, Grant monitoring, Invoice and performance measures reviewed and approved, Tracking sub recipient performance measures and promised deliverables, Community presentations, Lunch and learns based on emphasis area, Attendance at all traffic safety coalition meetings, Invoice training and tracking, Year-end reports, Participation in PPEs, Contract reviews, Emphasis area expert representative at all NHTSA meetings, Facilitate trainings in emphasis areas for sub recipients, schools and local businesses

**Performance:**

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

## 4.2 Impaired Driving

### Problem Statement

The 2024 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 2024 HSP.

**Table 3.3 Impaired Driving Performance Measures**

Performance Targets	Performance Update
Reduce the five-year average impaired driving fatalities to 27 (Triennial HSP – 2018 to 2022) or below by December 31, 2024.	Number of impaired driving fatalities is not fully determined for 2024.
Increase perception of being arrested by law enforcement after drinking and driving "always" or "nearly always" from the Triennial HSP baseline (2022) of 47.4 percent to 60 percent in 2024.	The perception of being arrested for after drinking and driving "always" or "nearly always" was 60 percent in 2024.
Increase recognition of DSoGPO impaired driving enforcement slogan from the Triennial HSP baseline (2022) of 60.5 percent to 65 percent in 2024.	Drivers who recognize the DSoGPO slogan was 69 percent in 2024.

### Planned Activities and Funding

The 2024 HSP included 23 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 FFY2024 Impaired Driving**

<b>Activity Number</b>	<b>Activity</b>	<b>Funding Granted</b>	<b>Funds Expended</b>	<b>Project Status</b>
<b>164ENF_AL-24-01</b>	RISP SPECIALIZED UNIT Impaired Driving Alcohol	\$933,883.31	\$689,602.82	Complete
<b>164ENF_DG-24-01</b>	RISP SPECIALIZED UNIT Impaired Driving Drug	\$933,883.00	\$689,602.84	Complete
<b>164ENF_AL-24-02</b>	Municipalities Impaired Driving Law Enforcement Patrols & Training	\$436,735.99	\$292,167.17	Complete
<b>164TOX_AL-24-03</b>	Municipalities Impaired Driving BAT (Breath Alcohol Testing) Mobile Providence	\$62,750.00	\$30,026.21	Incomplete
<b>402PT-24-04</b>	RIPCA Safety Partnership	\$433,124.41	\$433,124.41	Complete
<b>FDLCS-24-01</b>	RIAG TSRP	\$148,875.56	\$115,721.90	Complete
<b>FDLBAC-24-02</b>	STATE DOH Forensic Toxicologist (TSRFT) and Prelim. Breath Testing	\$373,287.42	\$373,314.42	Complete
<b>FDLIDC-24-01</b>	RIMPA Coordinator Impaired Driving, Trainings and Program Supplies	\$320,500.40	\$300,000.00	Complete
<b>M6OT-24-01</b>	Sports Marketing Advocacy, Awareness, Education LEARFIELD	\$82,500.00	\$82,500.00	Complete
<b>M6OT-24-02</b>	CCAP High School Education Program	\$80,330.00	\$80,330.00	Complete
<b>M6OT-24-03</b>	Creative Media Impaired Driving	\$300,000.00	\$0.00	Incomplete
<b>402PM-24-01</b>	Municipal Mobilization Media	\$33,000.00	\$33,000.00	Complete
<b>FDLPEM-24-04</b>	Paid Media Impaired Driving	\$500,000.00	\$0.00	Incomplete

<b>FDL*AL-24-01 FLEX</b>	Community Conversation Andreezzi Foundation	\$55,550.00	\$47,748.07	Complete
<b>FDL*AL-24-02 FLEX</b>	Salaries (Impaired Driving)	\$500,000.00	\$251,101.59	N/A
<b>FDLHVE-24-01</b>	URI State Agencies Alcohol Enforcement & Training	\$1,003.20	\$0.00	Incomplete
<b>M6OT-24-04</b>	MADD Impaired MC program	\$102,615.70	\$89,820.65	Complete
<b>FDL*PT-24-01 FLEX</b>	RIMPA Law Enforcement Safe Communities Training and Support	\$96,955.10	\$74,909.60	Complete
<b>M5IDC-24-01</b>	RIPCA Mid ID Engagement Council	\$159,500.00	\$145,000.00	Complete
<b>M5CS-24-01</b>	Judicial Training	\$100,000.00	\$0.00	Incomplete
<b>M5TR-24-02</b>	RI Hospitality Association	\$11,352.00	\$11,352.00	Complete
<b>B5DR-24-01</b>	Alcohol Survey	\$11,425.00	\$11,425.00	Complete
<b>M5OT-24-01B</b>	Newport Gulls Drunk Driving Education	\$7,975.00	\$7,975.00	Complete

## Project Descriptions

The following are descriptions of the impaired driving projects, including the project title and outcome of the project over the 2024 fiscal year.

**NHTSA 164ENF\_AL-24-01/ NHTSA 164ENF\_DG-24-01:** RISP SPECIALIZED UNIT Impaired Driving Alcohol & Impaired Driving Drug

**Subrecipient:** Rhode Island State Police

Funding Source	Funds Granted	Funds Expended	Project Status
<b>Section 164</b>	\$1,867,766.31	\$1,379,205.66	Complete

### Description:

This fund is for the impaired driving enforcement patrols by the Rhode Island State Police's "Traffic safety unit". This unit is staffed by four (4) Troopers and one (1) patrol Sergeant and uses a data driven approach to target alcohol impaired drivers on the roadways of Rhode Island to reduce alcohol related crashes. Patrols are deployed to "hot spot" locations based upon data provided by RIDOT to maximize the general and specific deterrent effect of alcohol impaired driving. 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:**

- > 4,818 Contacts
- > 1,003 Warnings
- > 1,761 Speed Violations
- > 143 Seat Belt Violations
- > 103 Distracted Driving Violations
- > 596 SFST's
- > 349 DUI Arrests
- > 2,692 Non-NHTSA Violations
- > 7 DRE Evaluations
- > 231 "Other" Arrests

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**NHTSA 164ENF\_AL-24-02: Municipalities Impaired Driving Law Enforcement Patrols & Training**  
**Subrecipient:** Rhode Island Municipal Law Enforcement

Funding Source	Funds Granted	Funds Expended	Project Status
<b>Section 164</b>	\$436,735.99	\$292,167.17	Complete

**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:**

- > 198 DUI Arrests
- > 357 SFST's
- > 11 DRE Evaluations
- > 53 "Other" Arrests
- > 644 NHTSA Violations
- > 1,147 Non-NHTSA Violations
- > 965 Officers
- > 4,059 Enforcement Hours

**NHTSA 164TOX\_AL-24-03:** 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>	\$62,750.00	\$30,026.21	Incomplete

**Description:**

OHS will reimburse the Providence Police Department (PPD) for all necessary B.A.T. support and overtime for the PPD officers per day for each time the truck is utilized. 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. The staff on the truck shall schedule its usage and will assist with the processing and final disposition of any prisoners on the truck.

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

**Performance:**

B.A.T. Mobile was deployed statewide at the request of state and municipal law enforcement agencies. These departments targeted impaired driving patrols when the BAT mobile was in their community in collaboration with the offices operating the vehicle. State and local police departments faced difficulty securing officers for the impaired driving enforcement detail, as many chose other overtime opportunities with higher pay.

**NHTSA 402PT-24-04: RIPCAs Safety Partnership****Subrecipient:** Rhode Island Police Chiefs Association

Funding Source	Funds Granted	Funds Expended	Project Status
<b>Section 402PT</b>	\$433,124.41	\$433,124.41	Complete

**Description:**

RIDOT/OHS will partner with RIPCAs on other traffic safety initiatives to include distracted driving and pedestrian safety. Funding will allow the RIPCAs to disseminate information from the Office on Highway Safety to all active law enforcement leadership entities and other state agencies (i.e., DEM). The RIPCAs will also lead a media effort which includes law enforcement safety information by all municipalities. Law Enforcement mobilization campaigns will be a key feature of RIPCAs media efforts.

**Performance:**

The RIPCAs brought valuable leadership and expertise to our efforts in traffic safety. They assisted with creating a call out program for the DRE program. They offered us a monthly audience of the Chiefs to train and discuss traffic safety issues. They encouraged awareness and partnership through multiple safety messages that other depts adopted. They also used their active social media presence to share data and specific NHTSA created safety messages that other police depts mirrored in their own social media posts.

**NHTSA FDLCS-24-01: RIAG TSRP****Subrecipient:** RI Attorney General Office

Funding Source	Funds Granted	Funds Expended	Project Status
<b>Section 405D Low</b>	\$148,875.56	\$115,721.90	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 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 personnel within the Attorney General's Office create and facilitate training programs for law enforcement agencies with specific emphasis on driving under the influence and vehicular homicide cases through regular appearances at the Rhode Island Municipal Police Training Academy, the Rhode Island State Police Academy, and periodic appearances at police agencies upon request, and usually in concert

with Department of Health personnel. Training and legal updates are accomplished through the above program for academy and in-service instructions. Training and legal updates for all state prosecutors and city and town solicitors are accomplished through personal in-office consultation and as requested by the municipalities. Our office maintains relationships and open lines of communication with solicitors in need, providing support on occasion for their trial efforts in District Court. Police departments actively call upon us throughout the year on diverse questions and requests for assistance on traffic safety matters and cases. Our in-house staff, including policy section, keeps up our liaising with RIDOT, and law enforcement agencies. The lion's share of our work is in the prosecution of felony motor vehicle cases as the only agency with primary criminal jurisdiction in this state for such matters. We assist in manning the BAT mobile upon request. Our department sends an emissary to many of the Traffic Safety Coalition meetings and the strategic highway safety plan meeting. Prosecutors work with our in-house policy section to create, propose and assist with legislation on an annual basis. In-house training and assistance is provided to junior prosecutors handling DUI, Refusal and felony DUI cases. Opportunities to work with other state TSRPs and NHTSA on trainings and such have not materialized this year. We have worked with our policy section on the e-warrant issue to propose draft legislation. And the TSRP stands ready to assist as policies and regulations are established related to marijuana use.

**NHTSA FDLBAC-24-02:** STATE DOH Forensic Toxicologist (TSRFT) and Prelim. Breath Testing  
**Subrecipient:** Department of Behavioral Healthcare, Developmental Disabilities and Hospitals

Funding Source	Funds Granted	Funds Expended	Project Status
<b>Section 405D Low</b>	\$373,287.42	\$373,314.42	Complete

**Description:**

OHS will reimburse 60% of the activities of a Traffic Safety Resource Forensic Toxicologist at the Rhode Island Department of Health, Forensics Laboratory. We will also support 40% of the activities of a forensic scientist and 100% of activities of a senior laboratory technician. This project supports overtime in HEALTH's Forensics Unit, the BAT Mobile deployments and Breath Analysis Section to calibrate Preliminary Breath Testers (PBTs) 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. They maintain 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: Toxicology turnaround time less than 20 days.
- > Performance: Average time was 18 days.
- > Goal: Toxicology outsourcing less than 1% of cases-4.6% of cases outsourced.
- > Goal: Report data monthly to RIDOH OHS-data was reported monthly via email.
- > Goal: Toxicology quadrupole time-of-flight (Q-TOF) instrument validation.
- > Performance: Validation was halted due to training of staff to perform case work, data interpretation, maintenance and routine duties. The Toxicology Laboratory has expanded its existing Liquid

Spectroscopy panels with new drugs and is updating its current opioid panel to include fentanyl analogs.

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**NHTSA FDLIDC-24-01:** RIMPA Coordinator Impaired Driving, Trainings and Program Supplies

**Subrecipient:** State & Local

Funding Source	Funds Granted	Funds Expended	Project Status
<b>Section 405D Low</b>	\$320,500.40	\$300,000.00	Complete

**Description:**

Funding was intended to sponsor officers to attend drugged driving in-service training events. We are hoping to facilitate 6 trainings with approximately 30 officers per training. The Office on Highway Safety shall facilitate, through the Rhode Island Municipal Police Academy, in-service training classes focusing on drug impaired driving highlighting the contemporary issues of driving while under the influence of controlled substances and prescription medications.

The Office on Highway Safety anticipates specialized training focusing on driving under the influence of Cannabis to be a definite topic of training. Rhode Island is also amid an opioid crisis and many operators involved in crashes are found with opioids in their system.

**Performance:**

Please see EBE report. It contains detailed information noting this as a successful program.

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**NHTSA M6OT-24-01:** Sports Marketing Advocacy, Awareness, Education LEARFIELD

**Subrecipient:** Learfield IMG

Funding Source	Funds Granted	Funds Expended	Project Status
<b>Section 405D Low</b>	\$82,500.00	\$82,500.00	Complete

**Description:**

A study conducted by the University of Minnesota determined that 1 in every 12 fans leave a major sporting event while intoxicated. (Between URI, Amica Mutual Pavilion, Rhode Island Convention Center and the VETS, this messaging will reach over 1,500,000 local sports and entertainment event goers.)

Areas of emphasis will focus on event messaging for impaired driving. This is the perfect messaging for the fans that come through the arenas. The project will be implemented by the Learfield local team at Providence Venues & Sports Properties and University of Rhode Island Sports Properties led by Brandon DiPaola with the creative assets needed provided by the RIDOT team. Assets with alcohol impaired driving will be in the form of (3) fixed position dasher board signs with the Providence Bruins, PC Hockey, URI Hockey, high visibility locations at ice level. Also, scoreboard messaging in-game with the P-Bruins and digital signage on the concourse which will run during all URI, P-Bruins, PC Friars, family shows, concerts, special events and conferences at all events held in the Amica Mutual Pavilion, RI Convention Center, and the VETS during the 23-24 event season. This will be a Statewide program, including Providence and South Kingstown and will take place October 2023 - September 2024 targeting 1,500,000 sports and entertainment event goers in RI. The demos for the University of Rhode Island, Providence Bruins and Providence College Friars skew towards college aged to middle aged males which have shown to be the target audience for the Impaired Driving Messaging used by the program in the past.

**Performance:**

Static and digital signage and digital assets were used to promote awareness and education about the dangers of impaired driving to help drivers make better decisions to aid our goal of Zero Fatalities. This messaging was displayed at Providence Bruins Hockey Games, Providence College Athletics Sporting Events, and University of Rhode Island Sporting Events. Our goal was to educate our fans, both in-arena and at home, on the dangers of impaired driving by providing them knowledge, tools, and resources to reduce their risk at falling victim to dangerous situations to ultimately achieve a road to zero fatalities, serious injuries, and crashes. Our venues hosted more than 1.5 million visitors and each visitor was exposed to multiple displays of messaging about the dangers of impaired driving. Additionally, the messaging reached more the 300K individuals via TV exposure, and 500K via digital messaging campaigns.

**NHTSA M6OT-24-02: CCAP High School Education Program****Subrecipient:** Comprehensive Community Action

Funding Source	Funds Granted	Funds Expended	Project Status
<b>Section 405D Low</b>	\$80,330.00	\$80,330.00	Complete

**Description:**

The Cranston and the Coventry Substance Abuse Task Forces, under the leadership of Comprehensive Community Action Program (CCAP) will utilize DOT/OHS funding to address impaired driving for youth (alcohol/marijuana, other substances). It is known that youth can evidence higher rates of car accidents, higher rates of substance use due to cognitive development, peer influence, and risk-taking behavior. The target audience will be parents of middle and high school aged youth in Coventry and Cranston and these general communities. Specifically, CCAP will work to provide opportunities for increased awareness and education and monitor available data measures and local DOT/Police reports to review success. They intend to promote awareness through development of a commercial to be aired on both Facebook and television. They will leverage local prevention funding to increase public service announcements (through social media and other communication channels) to broaden our reach. They will evaluate success by collecting post parent surveys, reviewing local and statewide student assessments, obtaining accident and offense data from police traffic stops//DOT, and the number of social media views and other digital marketing measures.

**Performance:**

For Goal 1 and 2 CCAP was able to increase awareness of impaired youth driving as well as increase youth and community awareness about driving risks while impaired through social media efforts as well as TV Spots. CCAP reached 101,294 through Geo-Targeting, 72,899 through YouTube ads, 152,174 on Instagram, 100,162 via Audience Outreach Campaign Targeting, 100,912 through Compulse Digital Video, and 222,285 through Tik Tok. That is a total of 749,726 impressions made on social media. On Cable TV CCAP was able to reach 390,155 people.

For Goal 3 CCAP claimed to reduce incidents of impaired driving among youth in Cranston and Coventry by 25%. However, since the data is not yet available, CCAP is unsure if they reached that goal. On a positive note, CCAP implemented extensive educational initiatives in schools to raise awareness on the dangers of impaired driving.

**NHTSA M6OT-24-03: Creative Media Impaired Driving****Subrecipient:** State Approved Media Vendor

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

**Description:**

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. At the same time, OHS is collecting data on the traffic safety impact of cannabis legalization, which became effective on 12/1/22. 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 regarding impaired driving. OHS will enter a contract with a public relations firm (listed on our State's Master Price Agreement list) for creative media to create and produce an impaired driving campaign that will move beyond our "Ripple Effect" efforts. The creative media will be developed, reviewed, and approved from October-December 2023. The target audience is 21-49-year-old adults. The State-approved media vendor will conduct focus groups to assure our program goals and program community reach.

**Performance:**

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

**NHTSA 402PM-24-01: Municipal Mobilization Media****Subrecipient:** South Kingstown Police/RIPCA

Funding Source	Funds Granted	Funds Expended	Project Status
<b>Section 402PM</b>	\$33,000.00	\$33,000.00	Complete

**Description:**

In fiscal year 2024, NHTSA grant funds were awarded to the South Kingstown Police Department for a media contractor to post on various media platforms and raise awareness on mobilizations and traffic safety information within their town. These media funds will cover the key traffic safety emphasis areas of impaired driving, speeding, distracted driving, occupant protection, child passenger safety, and pedestrian safety. Paid social media posts, and owned media through SKPD's website were just a few platforms utilized throughout the year to disseminate information. This was a pilot program for 2024 that the Office on Highway Safety was happy to support.

**Performance:**

A total of \$33,000.00 in media funds were utilized by the South /Kingstown Police department starting in November of 2023 of the 2024 fiscal year and continuing to the close of the fiscal year in September 2024. Over the course of the year, there were a total of 159 posts shared to South Kingstown PD's Facebook, Twitter, and Instagram pages. There were 27 media releases and media coverage on traffic safety emphasis area town information during fiscal year 2024. All local and national mobilizations were covered for seatbelt safety and impaired driving, as well as safety months or safety days as they relate to Child Passenger Safety, Pedestrian Safety, Distracted Driving, and Speeding. All grant funds were spent at the conclusion of the fiscal year on this pilot media project. The office on highway safety looks forward to supporting this initiative again in the 2025 fiscal year.

**NHTSA FDLPEM-24-04: Paid Media Impaired Driving****Subrecipient:** State Approved Media Vendor

Funding Source	Funds Granted	Funds Expended	Project Status
<b>Section 405D Low</b>	\$500,000.00	\$0.00	Incomplete

**Description:**

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. OHS will develop and implement a statewide paid media campaign for the DSoGPO campaigns in addition to supporting monthly sustained enforcement. 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. We will target December 2023 and August/September 2024 in addition to supporting monthly sustained enforcement as our key times to purchase media and we will target 21-49-year-old adults. As stipulated by the Master Price Agreement 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:**

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

**NHTSA FDL\*AL-24-01 FLEX: Community Conversation Andreozzi Foundation****Subrecipient:** Tori Lynn Andreozzi Foundation

Funding Source	Funds Granted	Funds Expended	Project Status
<b>Section 405D Low Flex</b>	\$55,550.00	\$47,748.07	Complete

**Description:**

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

**Performance:**

The Tori Lynn Andreozzi Foundation’s FY24 Community Conversations Connections grant accomplished its goals of hosting local forums about Impaired Driving, The Law, and A Call to Action. Six Community Conversations were held reaching 1,085 attendees in cities including Bristol, Warwick, Johnston and at Ponaganset and Mount Hope High Schools as well as CCRI Drivers Education classes.

Additionally, in conjunction with promoting Safe Summer Driving, 4,000 Educational Safety Message Coasters were produced and distributed throughout the State. These educational safety messaging coasters were crafted to reach adults 21 and over and make connections with that group where they work, live, and play. The coaster campaign was launched during the July 4 week in conjunction with the RI DUI Task Force’s summer safety press conference.



**NHTSA FDL\*AL-24-02 FLEX: Salaries (Impaired Driving)****Subrecipient:** Office on Highway Safety

Funding Source	Funds Granted	Funds Expended	Project Status
<b>Section 405D Low Flex</b>	\$500,000.00	\$251,101.59	N/A

**Description:**

Staff Salaries dedicated to Impaired Driving programming for Grant review, Grant monitoring, Invoice and performance measures reviewed and approved, Tracking sub recipient performance measures and promised deliverables, Community presentations, Lunch and learns based on emphasis area, Attendance at all traffic safety coalition meetings, Invoice training and tracking, Year-end reports, Participation in PPEs, Contract reviews, Emphasis area expert representative at all NHTSA meetings, Facilitate trainings in emphasis areas for sub recipients, schools and local businesses, SFST, ARIDE and DRE training.

**Performance:**

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

**NHTSA FDLHVE-24-01: URI State Agencies Alcohol Enforcement & Training****Subrecipient:** URI Police

Funding Source	Funds Granted	Funds Expended	Project Status
<b>Section 405D Low</b>	\$1,003.20	\$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:**

This project was not completed due to a lack of staffing.

**NHTSA M6OT-24-04: MADD Impaired MC program****Subrecipient:** MADD RI

Funding Source	Funds Granted	Funds Expended	Project Status
<b>Section 405D Low</b>	\$102,615.70	\$89,820.65	Complete

**Description:**

Motorcyclists continue to be overrepresented in traffic-related fatalities, accounting for 14 percent of all traffic related fatalities, while representing only 3 percent of the entire registered motor vehicle fleet. In 2019, preliminary statistics show that 61 percent of fatal motorcycle crashes in Rhode Island involved the presence of alcohol and/or drugs.

The program will focus on three main strategies: 1) Media, 2) Rider Education, 3) Information Dissemination.



This will be a Statewide program but focusing on Providence County and will be conducted throughout the federal fiscal year.

The target audience of this program will be prospective and registered motorcycle operators in Rhode Island. However, there will be a focus on three higher need populations 1) 25–62-year-olds, 2) Residents of Providence County and 3) males.

Program Goal and Anticipated Outcomes:

- > Increase perception of risk and harm of impaired motorcycling
  - MEASURE 1: Community survey data to show an increase in perception of risk and harm of impaired motorcycling.
  - MEASURE 2: Post test data from motorcycle class participants to show an increase in perception of risk and harm of impaired motorcycling

### Performance:

MADD RI FY24 Motorcycle Awareness Grant accomplished its goals of bringing awareness and dangers of motorcycle riding. During the grant period MADD conducted a focus group of motorcycle riders and groups. During the focus group they were able to determine how to message motorcycle rider more effectively. MADD spoke to over 470 motorcycle licensed students on the dangers of riding impaired, having each student pledge to ride safe. During the grant season MADD conducted media posts directed to motorcycle enthusiasts. During this time there were 895,610 impressions and clicks on various posts. We also had the grant evaluated by an outside source. The evaluation included a pre and post survey which was conducted. We found that the people we surveyed were better educated after the grant season than they were before we started.

During the grant season rack cards and flyers were created and distributed to dealerships and motorcycle shops around Rhode Island. The rack cards and flyers had the data that was received on the dangers of driving impaired. The dealerships and shops agreed to post and display rack cards and flyers within the stores. MADD also conducted a billboard campaign with billboards on the major highways with the state. During the billboard campaign we received 19,896,362 impressions with bonus impressions of 3,774,529 which provided an added value of \$11,892.86. Finally MADD handed out backpacks with the motorcycle awareness logo on the back for added awareness throughout.

### NHTSA FDL\*PT-24-01 FLEX: RIMPA Law Enforcement Safe Communities Training and Support

**Subrecipient:** RI State Police

Funding Source	Funds Granted	Funds Expended	Project Status
<b>Section 405D Low Flex</b>	\$96,955.10	\$74,909.60	Complete

### 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, 2023 through September 30, 2024 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:**

Please see EBE report. It contains detailed information noting this as a successful program.

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#### **NHTSA M5IDC-24-01: RIPCA Mid ID Engagement Council**

**Subrecipient:** RI Police Chiefs' Association (RIPCA)

<b>Funding Source</b>	<b>Funds Granted</b>	<b>Funds Expended</b>	<b>Project Status</b>
<b>Section 405D Mid</b>	\$159,500.00	\$145,000.00	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 part-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 via the "Rhode Island Cannabis Act". The Coalition is 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:**

22 presentations; 600 attendees and 600 educational brochures distributed. Informational media clips were made and posted on all RIPCA social media outlets. All material was shared with RI law enforcement to be used in their educational outlets.

**NHTSA M5CS-24-01: Judicial Training**

**Subrecipient:** TBD

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

**Description:**

Members of the Judiciary will be educated 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.

**Performance:**

This project was not completed. 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.

**NHTSA M5TR-24-02: RI Hospitality Association**

**Subrecipient:** RI Hospitality Assn

Funding Source	Funds Granted	Funds Expended	Project Status
<b>Section 405D Mid</b>	\$11,352.00	\$11,352.00	Complete

**Description:**

RI Hospitality Association (RIHA) represents over 800 foodservice, lodging, and tourism members in RI and their mission is to lead RI's hospitality industry through advocacy, communication, and education. We will deliver the 3-hour ServSafe Alcohol training Curriculum developed by the National Restaurant Association in collaboration with experts who have firsthand experience with the risks associated with serving alcohol. They will learn the following: a solid understanding of liability and the consequences of their actions on themselves, the establishment, and the community. A basic knowledge of how alcohol impacts the human body. How to validate the ID and age of guest. Real-world case studies and educational role-play to apply content to their own job when dealing with potential difficult situations.

**Performance:**

> GOAL: RIHA will educate 170 individuals over the course of FY24 on responsible alcohol service.

- > Met. We successfully completed the grant ahead of schedule, training 170 hospitality workers on Responsible Alcohol Service. A remarkable 96% of attendees passed, earning their 3-year alcohol certification. To meet our in-person training goals, we expanded our outreach to include 50 employees from Block Island.

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**NHTSA B5DR-24-01: Alcohol Survey**
**Subrecipient:** Preusser Research Group

Funding Source	Funds Granted	Funds Expended	Project Status
<b>Section 405D Mid</b>	\$11,425.00	\$11,425.00	Complete

**Description:**

RIDOT continued its contracted partnership with Preusser Research Group (PRG) during the 2022 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.

**Performance:**

See performance from CIOT DMV and Observational surveys.

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**NHTSA M5OT-24-01B: Newport Gulls Drunk Driving Education**
**Subrecipient:** Newport Gull, Inc.

Funding Source	Funds Granted	Funds Expended	Project Status
<b>Section 405D Mid</b>	\$7,975.00	\$7,975.00	Complete

**Description:**

Rhode Island is one of the most dangerous States for alcohol-impaired driving. The fatality rate is among the highest of any. The Newport Gulls Baseball Club's mission parallels that of the OHS. As a Baseball Team with significant reach and following, adding the Newport Gulls Alcohol Impaired Driving Awareness Program to the OHS Multimedia Campaign will positively impact the campaign's effectiveness. As a tourist/party destination – particularly during the Summer - Newport experiences a high rate of alcohol consumption, which often results in impaired driving. This program helps educate about and prevent the detrimental traffic outcomes from alcohol consumption as well as educating the future young drivers in the fan base. The strategies are planned for all year long via online media content but increase in May. Spring and Summer of 2024 is also when the community engagement will take place, i.e., hosting an event at Cardines Field June July of 2024. The Newport Gulls evaluation plan will consist of reviewing statistics related to alcohol-impaired driving including but not limited to deaths, injuries, and arrests in 2024 as compared to the previous years. When executing the evaluation plan, heightened emphasis will be placed on the statistics surrounding DUI/DWI arrests, accidents, and fatalities in Newport County, targeting males aged 18-49.

**Performance:**

The Newport Gulls proudly report the success of this year's Alcohol-Impaired Driving Awareness Program, which has made a significant impact through community engagement events like RI Traffic Safety Night. By collaborating with organizations such as Mothers Against Drunk Driving (MADD) and local schools, The

Gulls raised awareness about the dangers of impaired driving in a community where alcohol consumption is prevalent. This initiative aligns closely with the mission of the Rhode Island Department of Transportation, enhancing our Multimedia Campaign with unique outreach from a beloved local baseball team. Targeting individuals of legal drinking age and educating children and teens, the program aims to change behaviors and promote responsible drinking. The Gulls are committed to monitoring the long-term outcomes of its efforts, with the hope of seeing a substantial reduction in alcohol-related incidents in the coming years. The Goal of fostering a culture of safety and accountability in Newport is taking root. FFY 2024 Delivered: Two 6' x 12' Full Color High Quality Banners at Cardines Field in Newport, Rhode Island; A Full Color 4 ½" x 3 ½" Advertisement included in 25,000 Newport Gulls Pocket Schedules; Two (2) Full Page (8" x 4.5") Media Guide Advertisements; One (1) Full Color on the Inside and another Black & White Inside the Guide; Rhode Island Department of Transportation's logo and link to their website was placed on the Newport Gulls homepage; The Game Day Program for RI DOT Night included media and there was also social media disseminated promoting this event.

## 4.3 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 35 in 2023. OHS took on five speed-related projects in 2024 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 2024 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 to 26 (Triennial HSP – 2018 to 2022) or below by December 31, 2024.	Number of speed-related fatalities decreased comparable to the decrease in overall fatalities. This resulted in a five-year average of 26.

### Planned Activities and Funding

The 2024 HSP identified five 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 3.6** details the project.

**Table 3.6 FFY2024 Speed**

Activity Number	Activity	Funding Granted	Funds Expended	Project Status
<b>402SC-24-05</b>	RISP SPEED Enforcement/ Equipment/Training	\$120,464.08	\$84,195.20	Complete
<b>402SC-24-06</b>	Municipalities SPEED Enforcement/ Equipment/Training	\$589,978.83	\$462,591.51	Complete
<b>M8*PM-24-02 FLEX</b>	Paid Media Speed	\$200,000.00	\$0.00	Incomplete
<b>M8*SC-24-01B FLEX</b>	Salaries (SPEED)	\$300,000.00	\$162,156.83	N/A
<b>M8*SC-24-02B FLEX</b>	URI Speed Enforcement & Training	\$5,016.00	\$3,238.40	Complete

## Project Descriptions

Speeding continues to be an issue in Rhode Island yet data limitations present challenges to mitigating the issue. In FFY 2024 OHS pursued five speed-related projects to help meet the performance targets.

The following are descriptions of the speed-related projects, including the project title and outcome of the project over the 2024 fiscal year.

### **NHTSA 402SC-24-05: RISP SPEED Enforcement/Equipment/Training**

**Subrecipient:** Rhode Island State Police (RISP)

Funding Source	Funds Granted	Funds Expended	Project Status
<b>Section 402SC</b>	\$120,464.08	\$84,195.20	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 1,482 speeding citations with speed specific funds (1,044 hours, 2,065 contacts, 213 warnings) and an overall total of 1,591 speed citations with all grant funds combined.

### **NHTSA 402SC-24-06: Municipalities SPEED Enforcement/ Equipment/Training**

**Subrecipient:** Municipal Police Agencies

Funding Source	Funds Granted	Funds Expended	Project Status
<b>Section 402SC</b>	\$589,978.83	\$462,591.51	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, 2024, the Municipal Police Departments issued 9,228 speeding citations with speed specific funds (6,521 hours, 13,670 contacts, 3,454 warnings) and an overall total of 10,758 speed citations with all grant funds combined.

**NHTSA M8\*PM-24-02 FLEX:** Paid Media Speed**Subrecipient:** State Approved Media Vendor

Funding Source	Funds Granted	Funds Expended	Project Status
Section 405E Flex	\$200,000.00	\$0.00	Incomplete

**Description:**

OHS will develop and implement statewide “Know the Limits – Never Speed” paid and earned media campaigns to support law enforcement mobilizations. As a social equity best practice, media materials will be produced in both English and Spanish and the outlets will be chosen based on market data for the audience. This task will meet the requirements within the Grant Funding Policy Part II E by ensuring that all television advertisements include closed captioning. The campaign will run from July – August 2024 and the target audience will be 18 to 49-year-old males. As stipulated by the Master Price Agreement 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 M8\*SC-24-01B FLEX:** Salaries (SPEED)**Subrecipient:** Office on Highway Safety

Funding Source	Funds Granted	Funds Expended	Project Status
Section 405E Flex	\$300,000.00	\$162,156.83	N/A

**Description:**

OHS staffing dedicated to SPEED programming for Grant review, Grant monitoring, Invoice and performance measures reviewed and approved, Tracking sub recipient performance measures and promised deliverables, Community presentations, Lunch and learns based on emphasis area, Attendance at all traffic safety coalition meetings, Invoice training and tracking, Year-end reports, Participation in PPEs, Contract reviews, Emphasis area expert representative at all NHTSA meetings, Facilitate trainings in emphasis areas for sub recipients, schools and local businesses.

**Performance:**

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

**NHTSA M8\*SC-24-02B FLEX:** URI Speed Enforcement & Training**Subrecipient:** University of Rhode Island Police Department (URI)

Funding Source	Funds Granted	Funds Expended	Project Status
Section 405E Flex	\$5,016.00	\$3,238.40	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 48 speeding citations with speed specific funds (30 hours, 55 contacts, 6 warnings) and an overall total of 56 speed citations with all grant funds combined.

## 4.4 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 2024, 52.5 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 3.7** summarizes the distracted driving performance measures and targets identified in the 2024 HSP.

**Table 3.7    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 the Triennial HSP baseline (2022) of 55.4 percent to at least 75 percent in 2024.	Percentage of survey respondents who never talk on a hand-held cellular phone. Results of the 2024 survey showed 53 percent.

### Planned Activities and Funding

The 2024 HSP included ten 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 3.8** describes the relationship between individual projects and the distracted driving performance measures, and provides a list of the ten projects, the relevant performance measures, the Funds Approved to each project, and the project status.

**Table 3.8 FFY2024 Distracted Driving**

<b>Activity Number</b>	<b>Activity</b>	<b>Funding Granted</b>	<b>Funds Expended</b>	<b>Project Status</b>
<b>402DD-24-02</b>	RISP Distracted Driving & Training	\$31,004.16	\$25,827.33	Complete
<b>402DD-24-01</b>	Municipal Distracted Driving Law Enforcement and Training	\$282,450.92	\$231,688.88	Complete
<b>FDL*DD-24-01 FLEX</b>	Salaries (Distracted Driving)	\$150,000.00	\$62,141.40	N/A
<b>M8DDLE-24-01</b>	URI DD Enforcement & Training	\$3,762.00	\$1,773.20	Incomplete
<b>M8PE-24-01</b>	Creative Media Distracted Driving	\$200,000.00	\$0.00	Incomplete
<b>M8PE-24-02</b>	Paid Media Distracted Driving	\$200,000.00	\$0.00	Incomplete
<b>M8*PM-24-01 FLEX</b>	Work Zone Safety Media Awareness Campaign	\$200,000.00	\$22,162.30	Complete
<b>M8*PT-24-02 FLEX</b>	VMS Message Boards and Cloud Services	\$66,750.00	\$66,750.00	Complete
<b>M8*TSP-24-06B FLEX</b>	RILL Interscholastic League - Traffic Safety Is A Team Sport	\$80,300.00	\$80,300.00	Complete
<b>M8*TSP-24-07B FLEX</b>	PrevCon, Prevention Conference Program	\$10,652.08	\$10,614.99	Complete

### Project Descriptions

Distracted driving continues to be an issue in Rhode Island yet data limitations present challenges to mitigating the issue. In FFY 2024 OHS pursued ten 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 2024 fiscal year.

#### **NHTSA 402DD-24-02: RISP Distracted Driving & Training**

**Subrecipient:** Rhode Island State Police (RISP)

Funding Source	Funds Granted	Funds Expended	Project Status
<b>Section 402DD</b>	\$31,004.16	\$25,827.33	Complete

**Description:**

Distracted driving crashes are often difficult to identify, as the officers arrive on scene after the fact and are dependent upon a driver account and recollection of the facts. Self-reported information is statistically unreliable, and it is estimated that distracted driving related crashes are severely underreported. While cell phone use is only one example of a distraction, it is a growing issue for Rhode Island and nationally. Rhode Island has been collecting cell phone-related crash information since 2011. Overtime High Visibility Cell Phone and Text Messaging Enforcement. Patrols are conducted day and night and there was mandatory participation in one annual enforcement period during the month of April 2024 ("*National Distracted Driving Awareness Month*"). Members of the RISP attend the OHS's required training to offer consistent and complementary patrols. The RISP has also committed to using their OHS funded Distracted Driving Vehicle to increase outreach and patrols. All cities and towns, especially Providence, Pawtucket and Lincoln were covered, and the project will cover October 2023 - September 2024 *including for "National Distracted Driving Awareness Month," April 2024*. The RISP's targeted audience is all motorists, especially on Routes 95 and 146 in Providence, Pawtucket, and Lincoln. Each Quarter of the FFY, the RISP reviewed crash data to monitor progress of efforts to gauge if adjustments are required. A 1.25% reduction in the total number of distracted driving crashes per Quarter would result in achievement of the Goal of a 5% overall reduction in distracted driving crashes.

**Performance:**

355 distracted driving citations were issued during 368 hours of patrol, an increase of 87%. (The Goal was to increase distracted driving citations by 5% from 190 citations in FFY 2023.)

**NHTSA 402DD-24-01:** ThinkFast Distracted Driver Employee Education**Subrecipient:** Municipal Distracted Driving Law Enforcement and Training

Funding Source	Funds Granted	Funds Expended	Project Status
<b>Section 402DD</b>	\$282,450.92	\$231,688.88	Complete

**Description:**

Distracted driving crashes are often difficult to identify, as the officers arrive on scene after the fact and are dependent upon a driver account and recollection of the facts. Self-reported information is statistically unreliable, and it is estimated that distracted driving related crashes are severely underreported. While cell phone use is only one example of a distraction, it is a growing issue for Rhode Island and nationally. Rhode Island has been collecting cell phone-related crash information since 2011. Overtime High Visibility Cell Phone and Text Messaging Enforcement Patrols are conducted day and night and there was one mandatory participation in one annual enforcement period during the month of April 2024 ("*National Distracted Driving Awareness Month*"). Officers attend the OHS's required training developed and facilitated by RI's LEL to offer consistent and complementary patrols. The amounts allocated are based on the problem, need, liquidation rates, and the amount requested. All municipalities except Exeter and New Shoreham conducted these patrols from October 2023 - September 2024 *including for "National*

*Distracted Driving Awareness Month,” April 2024.* The details patrol all road users. Each Quarter of the FFY, the agencies reviewed crash data to monitor progress of efforts to gauge if adjustments were required to achieve the Goals of reductions in distracted driving crashes and/or compliance with the “Hands Free” and “Texting” laws as measured by observational surveys.

**Performance:**

2,758 distracted driving citations issued during 2,955.5 hours of enforcement.

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**NHTSA FDL\*DD-24-01 FLEX:** Salaries (Distracted Driving)

**Subrecipient:** Office on Highway Safety

Funding Source	Funds Granted	Funds Expended	Project Status
<b>Section 405D Low Flex</b>	\$150,000.00	\$62,141.40	N/A

**Description:**

OHS program staff support for Grant review, Grant monitoring, Invoice and performance measures reviewed and approved, Tracking sub recipient performance measures and promised deliverables, Community presentations, Lunch and learns based on emphasis area, Attendance at all traffic safety coalition meetings, Invoice training and tracking, Year-end reports, Participation in PPEs, Contract reviews, Emphasis area expert representative at all NHTSA meetings, Facilitate trainings in emphasis areas for sub recipients, schools and local businesses.

**Performance:**

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

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**NHTSA M8DDLE-24-01:** URI DD Enforcement & Training

**Subrecipient:** University of Rhode Island Police Department

Funding Source	Funds Granted	Funds Expended	Project Status
<b>Section 405E</b>	\$3,762.00	\$1,773.20	Incomplete

**Description:**

Distracted driving crashes are often difficult to identify, as the officers arrive on scene after the fact and are dependent upon a driver account and recollection of the facts. Self-reported information is statistically unreliable, and it is estimated that distracted driving related crashes are severely underreported. OHS will fund implementation of specific Distracted Driving enforcement patrols by the URI Police on the University of Rhode Island Campus, South Kingstown. Patrols are conducted day and night October 2023 - September 2024 and there is mandatory participation in one annual enforcement period during the month of April 2024 (NHTSA’s “National Distracted Driving Awareness Month”). The patrols are intended to protect the University of Rhode Island students and faculty and visitors on campus in South Kingstown. Each Quarter of the FFY, the URI Police Department will review crash data to monitor progress of efforts to gauge if adjustments are required. A percentage reduction in the total number of distracted driving crashes per Quarter would result in achievement of an overall percentage reduction in distracted driving crashes.

**Performance:**

Incomplete due to lack of manpower to adequately staff the details.

**NHTSA M8PE-24-01: Creative Media Distracted Driving**

**Subrecipient:** State Approved Media Vendor

Funding Source	Funds Granted	Funds Expended	Project Status
<b>Section 405E</b>	\$200,000.00	\$0.00	Incomplete

**Description:**

In 2019 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 not to drive distracted. In FFY 2024, our plan is to extend that reach and educate the public that texting while driving is not the only type of distracted driving we are concerned about. 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. In accordance with NHTSA regulation, the television spots will be closed-captioned for the hearing impaired. The creative will support law enforcement, including National Distracted Driving Month in April 2024 as well as sustained enforcement throughout FFY 2024. 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 group. We will track and evaluate components via surveys, polls, and social media contacts.

**Performance:**

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

**NHTSA M8PE-24-02: Paid Media Distracted Driving**

**Subrecipient:** State Approved Media Vendor

Funding Source	Funds Granted	Funds Expended	Project Status
<b>Section 405E</b>	\$200,000.00	\$0.00	Incomplete

**Description:**

Distracted driving crashes are often difficult to identify, as the officers arrive on scene after the fact and are dependent upon a driver account and recollection of the facts. Self-reported information is statistically unreliable, and it is estimated that distracted driving related crashes are severely underreported. While cell phone use is only one example of a distraction, it is a growing issue for Rhode Island and nationally. Rhode Island has been collecting cell phone-related crash information since 2011. OHS will fund placement of media to support law enforcement mobilizations, including during National Distracted Driving Month. This project will be evaluated based on the criteria set out in the Section 402 Advertising Space Guidance. The media will be placed during National Distracted Driving Month (April 2024) as well as during sustained enforcement. Our primary target audience will be adults between 18 to 49 years old. As stipulated by the Master Price Agreement contract, the selected vendor will conduct a comprehensive post-by 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 M8\*PM-24-01 FLEX:** Work Zone Safety Media Awareness Campaign

**Subrecipient:** DDL Advertising (State Approved Media Vendor)

Funding Source	Funds Granted	Funds Expended	Project Status
<b>Section 405E Flex</b>	\$200,000.00	\$22,162.30	Complete

**Description:**

This activity is needed to address recent increases in the number of crashes are 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 was a Statewide program serving all RI road users and all working within Work Zones. Measure awareness of move over law and how many road travelers become aware of challenges and dangers that Work Zones present to road users and work zone workers while driving on roadways.

**Performance:**

OHS worked collaboratively with RIDOT's Office of Communications to secure the services of a pre-approved State Vendor to assist with media purchase and placement in advance of the annual Work Zone Safety Awareness Week (April 15 -19). The media buy consisted of 432 radio spots in English and Spanish, social media advertisements and one billboard. With the construction season in high gear, RIDOT made every effort to encourage safe driving through highway work zones. The key message was for drivers to use extra caution. In addition, to the media buy, OHS joined Director Alвити, State Police Colonel Darnell Weaver, East Providence Police Chief Christopher Francesconi, officials from AAA Northeast, and others at a press conference to draw attention to the issue.

**NHTSA M8\*PT-24-02 FLEX:** VMS Message Boards and Cloud Services

**Subrecipient:** All Traffic Solutions

Funding Source	Funds Granted	Funds Expended	Project Status
<b>Section 405E Flex</b>	\$66,750.00	\$66,750.00	Complete

**Description:**

This program consolidates cloud services for any law enforcement sub-grantee on up to three Portable VMS obtained with grant and or local funding. The services are provided through the sole source provider, (ATS) with their TrafficCloud. VMS add mobility and flexibility to the traffic management and enforcement toolbox. These ultra-portable sign trailers allow police to deploy them wherever and whenever they need them. They are used to calm traffic, increase speed awareness, communicate to motorists and pedestrians, conduct traffic studies, in conjunction with HVE/Mobilizations, and provide additional safety when connected to the cloud for remote access. These valuable tools gather meaningful data that provides immediate insight into speed and volume trends to identify which areas require

additional safety measures and provide meaningful statistics for effective planning. TrafficCloud is patented traffic technology using a secure, web-based traffic management platform that makes it easy to access, monitor, and manage all traffic devices and data within the subscription. It provides access from anywhere from any Internet-ready device for 24/7 access. This includes the ability to review and change sign messages that are live in under one minute, create real-time, interactive traffic maps, generate, and share ready-made reports from traffic data, and to set alerts for high speeding, low batteries, and tampering. Up to \$66,750.00 was allocated to cover cloud services for up to 80 VMS. The consolidation results in a cost savings of approximately \$40,000.00 per year if compared to individual subscription costs. Agencies chosen to receive grant funding for these services shall enter a MOU with OHS regarding the effectiveness of safety messages. Furthermore, this MOU covers the use of these tools for grant and sub-grantee funded VMS (under the consolidated cloud service program). It makes the subrecipient explicitly aware that the usage of grant funded signs is restricted to OHS/NHTSA approved traffic safety messages including alcohol, speed, occupant protection, distracted driving, and non-motorized messaging. This is a statewide program that provides service throughout the grant fiscal year. Monthly reports are provided to OHS by ATS for evaluation and monitoring. OHS monitors use of these message boards for compliance. These VMS boards are Buy America compliant. The cloud service provides an access point to VMS to help with monitoring and management of the VMS program. The consolidation program does not replace the requirements dictated within original HS-1 grants for purchase of VMS and its use. This program provides OHS the ability for to manage and monitor the entire fleet of VMS under this contract. Police departments sign and agree to an MOA to ensure the understanding of this program to them, OHS, and traffic safety.

#### **Performance:**

ATS provided law enforcement with remote access capabilities and TrafficCloud Software for VMS.

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#### **NHTSA M8\*TSP-24-06B FLEX:** RIIL Interscholastic League - Traffic Safety Is A Team Sport

**Subrecipient:** Rhode Island Interscholastic League

Funding Source	Funds Granted	Funds Expended	Project Status
<b>Section 405E Flex</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 Rhode Island Highway Safety Annual Report| FFY 2023 50 Program Area target markets, specifically males aged 30-50 and young drivers aged 16-24, with a statewide reach. The RIIL's goal is to assist RIDOT in meeting its FFY 2023 Performance Goals. Through education and outreach communication methods, the RIIL aims to influence positively the student-athletes, coaches, administrators and fans within our far-reaching RIIL 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 RIIL is a non-profit 501(c) corporation. Its 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:**

The RIIIL goals and objectives were to Maximize the “Communication and Outreach” of the Traffic Safety messaging embedded into our championship events (signage, PA reads, program ads) with a goal of exposing these assets to 40,000 fans attending RIDOT-sponsored events. We also connect with the RIIIL community even when they are away from games with a goal of generating 55 million web banner impressions for each Traffic Safety campaign. This project achieved both of these goals in this fiscal year.

**NHTSA M8\*TSP-24-07B FLEX:** PrevCon, Prevention Conference Program

**Subrecipient:** JSI Research and Training Institute

Funding Source	Funds Granted	Funds Expended	Project Status
<b>Section 405E Flex</b>	\$10,652.08	\$10,614.99	Complete

**Description:**

The Rhode Island Prevention Conference was created in 2018 by a subcommittee of the PAC (Prevention Advisory Committee) which consists of certified prevention providers across Rhode Island, student assistance counselors, mental health providers, as well as national and state public health subject matter experts. The Rhode Island Prevention Conference (RI-PREVCN) is a statewide prevention conference for all RI-based health professionals and community members. In addition to distracted driving and driving while under the influence of drugs and/or alcohol, the conference focuses on the most current issues and information pertaining to substance use and mental health disorders. JSI leads the planning and logistical coordination of the conference, working with other prevention providers who volunteer their time to help organize, plan, and bring the conference together. In FFY 2024, JSI Research and Training Institute will hold an in person PREVCN conference on April 11th from 9am-3:30pm at the Crowne Plaza Hotel in Warwick and will be supported by NHTSA grant funds from the Office on Highway Safety.

**Performance:**

The Office on Highway Safety provided NHTSA grant funds to JSI Inc. to support their bi-annual prevention conference in fiscal year 2024. Funds were utilized to cover conference promotional materials, presenters, and planning hours for JSI Inc. staff. A total of 187 attendees were at the conference and 126 survey responses were collected for evaluation in fiscal year 2024. A formal breakdown of evaluation results were shared with the Office on Highway Safety after the conclusion of the conference. RIDOT OHS looks forward to partnering with JSI Inc again in 2026 for their next prevention conference.

## 4.5 Motorcycles

### Problem Statement

From 2015 through 2024, 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 8 motorcyclist fatalities in 2024, which is lower than the 16 in 2023 and lower when compared to recent years. This resulted in the five-year average motorcyclist fatalities to be 12. Unhelmeted fatalities five-year average was 8, which is the higher compared to recent years. Over the period of 2020-2024, more than half of the motorcycle drivers were unhelmeted.

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.

### Performance Measures and Targets

**Table 3.9** summarizes the motorcycle performance measures and targets identified in the 2024 HSP. The relationship between the individual projects and the motorcycle performance measures is described in **Table 3.9**.

**Table 3.9    Motorcycle-related Performance Measures**

Performance Targets	Performance Update
Reduce the five-year average motorcyclist fatalities to 14 (Triennial HSP – 2018 to 2022) or below by December 31, 2024.	Number of five-year average motorcycle fatalities was 12.
Reduce the five-year average unhelmeted motorcyclist fatalities to 7 (Triennial HSP – 2018 to 2022) or below by December 31, 2024.	Number of five-year average unhelmeted motorcycle fatalities was 8.

### Planned Activities and Funding

The 2024 HSP identified three motorcycle 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 3.10** lists the project; the relevant performance measures; the Funds Approved to each project; and the project status.

**Table 3.10 FFY2024 Motorcycle**

Activity Number	Activity	Funding Granted	Funds Expended	Project Status
<b>M8*PM-24-04 FLEX</b>	Paid Media Motorcycle	\$200,000.00	\$0.00	Incomplete
<b>M8*MC-24-01B FLEX</b>	Salaries (Motorcycle)	\$100,000.00	\$99,654.51	N/A
<b>M11MA-24-01</b>	RIPCA Motorcycle Awareness Program Media	\$162,624.09	\$113,538.66	Complete

### Project Descriptions

In FFY 2024 OHS pursued three motorcycle projects to help meet the performance targets, however, one project was not completed as described below.

The following are descriptions of the motorcycle projects, including the project title and outcome of the project over the 2024 fiscal year.

#### **NHTSA M8\*PM-24-04 FLEX:** Paid Media Motorcycle

**Subrecipient:** State Approved Media Vendor

Funding Source	Funds Granted	Funds Expended	Project Status
<b>Section 405E Flex</b>	\$200,000.00	\$0.00	Incomplete

#### **Description:**

When OHS implements a media plan we receive reach and frequency numbers and impressions listed to determine the “penetration of the target audience.” OHS will contract with a State approved media vendor to purchase advertising space for Motorcycle Safety Awareness. The message will inform all motorists that “Motorcycle Safety Is a Two-Way Street.” We will ensure that our creative media will be showcased via social media, TV ads, radio and out of home media such as billboards and bus sides. We will target *May 2024 as our media buy implementation* time. Our primary target audience will be Adults 18 to 49 years of age. The State approved media consultant will conduct a post-buy media analysis to compare projected versus actual message delivery to the target audience.

#### **Performance:**

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

**NHTSA M8\*MC-24-01B FLEX: Salaries (Motorcycle)****Subrecipient:** Office on Highway Safety

Funding Source	Funds Granted	Funds Expended	Project Status
<b>Section 405E Flex</b>	\$100,000.00	\$99,654.51	N/A

**Description:**

OHS salaries dedicated to promoting MC information and education for Grant review, Grant monitoring, Invoice and performance measures reviewed and approved, Tracking sub recipient performance measures and promised deliverables, Community presentations, Lunch and learns based on emphasis area, Attendance at all traffic safety coalition meetings, Invoice training and tracking, Year end reports, Participation in PPEs, Contract reviews, Emphasis area expert representative at all NHTSA meetings, Facilitate trainings in emphasis areas for sub recipients, schools and local businesses.

**Performance:**

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

**NHTSA M11MA-24-01: RIPCA Motorcycle Awareness Program Media****Subrecipient:** RIPCA

Funding Source	Funds Granted	Funds Expended	Project Status
<b>Section 405F</b>	\$162,624.09	\$113,538.66	Complete

**Description:**

We asked and were given approved to offer the RIPCA funds to go towards the public's awareness of motorcycle operators and passengers who are on the same roadway. Increased awareness will help with decreasing our MC fatalities which is a community we are addressing through the PPE process. Unexpended funds. It's an M11 project. We want to add a new extension of public safety to that same project and will use our unexpended 2021 funds. This will extend our implementation of our MC safety media. The date of the campaign is May 2024, but this will extend it through the summer months-and the message will continue to be to all motorists that "Motorcycle Safety Is a Two-Way Street." We will assure that our extended creative media be showcased via social media, TV ads, radio and out of home media such as billboards and bus sides.

**Performance:**

This project was extremely successful, and we were able to multiply and amp up our MC awareness efforts via shared social media posts and having the Chiefs step up and vocalize these messages when asked about them during the better riding months.

## 4.6 Young Driver

### Problem Statement

The number of younger driver related fatalities was three in 2024 and eight in 2023, maintaining below the spike of 13 in 2017. This helps to drive the five-year average at 6, meeting the target of 6. 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 2024, they represent six percent of all fatalities.

### Performance Measures and Targets

**Table 3.11** summarizes the younger driver performance measures and targets identified in the 2024 HSP. The relationship between the individual projects and the program area performance measures is described in **Table 3.11**.

**Table 3.11 Younger Driver Performance Measures**

Performance Targets	Performance Update
Reduce the five-year average number of drivers age 20 or younger involved in fatal crashes to 6 (Triennial HSP – 2018 to 2022) or below by December 31, 2024.	Number of young drivers (age 16 to 20) involved in fatalities decreased to 3 in 2024, resulting in a five-year average of 6.

### Planned Activities and Funding

The 2024 HSP identified five projects to address the above performance measures and make progress towards the targets. **Table 3.12** lists the projects, including the relevant performance measures; the Funds Approved to each project; and the project status.

**Table 3.12 FFY2023 Younger Driver**

Activity Number	Activity	Funding Granted	Funds Expended	Project Status
<b>M8*TSP-24-01B FLEX</b>	Salaries (Young Drivers)	\$125,000.00	\$109,939.06	N/A
<b>M8*TSP-24-02B FLEX</b>	Interactive High School Education Program	\$150,000.00	\$130,650.00	Complete
<b>M8*TSP-24-03B FLEX</b>	Community Athletic Educational Program	\$80,000.00	\$0.00	Incomplete
<b>M8*TSP-24-04B FLEX</b>	Young Voices Keeping Young Drivers Safe	\$38,654.00	\$38,649.11	Complete
<b>M8*TSP-24-05B FLEX</b>	RISAS - Youth Driven program	\$152,969.85	\$150,451.79	Complete

### Project Descriptions

In FFY 2024 OHS pursued five 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 2024 fiscal year.

#### **NHTSA M8\*TSP-24-01B FLEX:** Salaries (Young Drivers)

**Subrecipient:** Office on Highway Safety

Funding Source	Funds Granted	Funds Expended	Project Status
<b>Section 405E Flex</b>	\$125,000.00	\$109,939.06	N/A

#### **Description:**

OHS staff salaries dedicated to young driver programs for Grant review, Grant monitoring, Invoice and performance measures reviewed and approved, Tracking sub recipient performance measures and promised deliverables, Community presentations, Lunch and learns based on emphasis area, Attendance at all traffic safety coalition meetings, Invoice training and tracking, Year-end reports, Participation in PPEs, Contract reviews, Emphasis area expert representative at all NHTSA meetings, Facilitate trainings in emphasis areas for sub recipients, schools and local businesses.

#### **Performance:**

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

**NHTSA M8\*TSP-24-02B FLEX:** Interactive High School Education Program**Subrecipient:** TJohn E. Productions

Funding Source	Funds Granted	Funds Expended	Project Status
<b>Section 405E Flex</b>	\$150,000.00	\$130,650.00	Complete

**Description:**

Throughout the 2024 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 efforts in helping 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 presented 39 programs across 25 high schools, and 14 middle schools, effectively reaching 7,548 high school students during the 2024 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 3,451 pre surveys and 1652 post surveys. RIDOT's Office on Highway Safety is excited to work with TJohn E. Productions again during the 2025 fiscal year in a new contract to continue enlightening youth on how to be safer drivers and passengers on Rhode Island roadways.

**NHTSA M8\*TSP-24-03B FLEX:** Community Athletic Educational Program**Subrecipient:** Greater Providence YMCA

Funding Source	Funds Granted	Funds Expended	Project Status
<b>Section 405E Flex</b>	\$80,000.00	\$0.00	Incomplete

**Description:**

Traffic safety is a significant issue in the United States. According to data from the National Highway Traffic Safety Administration (NHTSA), there were 38,680 traffic fatalities in the US in 2020. These statistics include all types of motor vehicles: cars, trucks, buses, and motorcycles. In terms of the number of deaths per mile traveled, motorcycles are much more dangerous than cars, with a fatality rate per mile traveled that is nearly 27 times higher than for cars. According to NHTSA, there were 846 bicyclist fatalities in the US in 2020. This represents a 5.8% increase from the previous year. Bicyclist fatalities accounted for approximately 2.2% of all traffic fatalities in 2020. While this percentage is relatively small compared to other types of vehicles, it is still a significant number of deaths and highlights the need for improved safety measures for bicyclists on the road.

Several factors contribute to the national struggle with traffic safety, including a high number of vehicles on the road, outdated infrastructure, and inconsistent enforcement of traffic laws. Distracted driving, driving under the influence of drugs or alcohol, and speeding are the most significant contributors to traffic crashes and fatalities. The federal government and other organizations continue to work towards improving traffic safety through initiatives that include public awareness campaigns, funding for infrastructure improvements, and increased enforcement of traffic laws. There were an estimated 4.8

million people injured in motor vehicle crashes in the United States in 2020, a decrease from 4.9 million in 2019.

Rhode Island, like many other states, has struggled with traffic safety and the resulting fatalities in recent years. While the state has made some progress in reducing traffic fatalities, there is still much work to be done. According to NHTSA, there were 52 traffic fatalities in Rhode Island in 2020. This was a slight decrease from the 59 fatalities in 2019, but still represents a significant number of lives lost. There were 3 bicycle fatalities in RI in 2020, and there were 3,329 people injured in traffic crashes in 2020, according to data from the Rhode Island Department of Transportation (RIDOT). This represents a 23% decrease from the previous year, when there were 4,332 people injured. Certainly, efforts to improve traffic safety, including heightened public awareness and educational campaigns, can help to further reduce the number of injuries from traffic crashes.

Challenges facing Rhode Island's efforts to improve traffic safety include both impaired and distracted driving. In 2019, more than one-third of all traffic fatalities in the state involved a driver who was under the influence of alcohol or drugs. In recent years, there has been an increase in the number of crashes caused by drivers who were distracted by their phones or other devices. Rhode Island responded by passing laws that prohibit the use of handheld devices while driving and by launching public education campaigns to raise awareness about the dangers of distracted driving. In 2018, Rhode Island launched its "Rhode to Zero" campaign, aiming to eliminate all traffic fatalities by 2030. As part of this initiative, the state has committed to safety improvements such as roundabouts, pedestrian crossings, and bike lanes. Continued efforts to raise awareness about the importance of safe driving habits will be critical in achieving the goal of zero traffic fatalities in Rhode Island.

With regards to the positive impact of RIMBL, there is evidence to suggest that evening social programs can reduce traffic fatalities. A study published in the Journal of Safety Research in 2018 analyzed the impact of a statewide program in California that provided grants to cities and towns for the implementation of late-night transportation services, such as shuttle buses and ride-sharing programs. The researchers found that cities that participated in the program experienced a 6% reduction in alcohol-related traffic collisions during the hours when the transportation services were available. Additionally, evening social programs are one of many factors that can influence traffic safety. Community programs and activities such as midnight baseball leagues provide an alternative form of entertainment to potentially risky behaviors. RIMBL can play a role in promoting a safer community environment, which can indirectly contribute to reducing traffic fatalities. By providing opportunities for youth to engage in constructive activities, such programs can help to reduce unsafe behavior. Community activity coupled with proactive educational information provides a strong complement to public education campaigns.

The GPYMCA is developing a plan, in collaboration with community and state organizations, to re-ignite the midnight basketball league and reinforce the law enforcement and traffic safety component connections to the community. RIMBL is a unique athletic approach to community collaboration. GPYMCA passionately believes that bringing together community members, agencies and businesses statewide will increase the understanding of and safety for the many cultures and religions throughout our 39 cities and towns. In addition to healthy community competitions, participants and family members are invited to attend workshops on different life skills associated with creating RIDOT's goal to reach ZERO Fatalities on Rhode Island roadways.

### **Performance:**

This program never began. Before the award was made a new Executive Director was named and the new ED was not acquainted with the program as submitted. They asked to wait until the following the year to propose a new program.



**NHTSA M8\*TSP-24-04B FLEX:** Young Voices Keeping Young Drivers Safe**Subrecipient:** Young Voices

Funding Source	Funds Granted	Funds Expended	Project Status
<b>Section 405E Flex</b>	\$38,654.00	\$38,649.11	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 15 high school youth and one Youth Project Leader from urban centers to participate in a six-week Urban Development summer workforce program
- > Met. In July 2024, 15 youth enrolled in the Urban Development program
- > Goal: All participants in the Urban Development program will complete a pre and post-test survey showing their growth in a number of target knowledge areas focused on pedestrian and bicycle safety ("I always cross the street at a marked crosswalk," etc).
- > Students still engaged in weekly program evaluation and journaling activities with the guidance and mentorship of the Program Coordinators.
- > Goal: Young Voices will recruit a team of 10 youth and 1 Media Consultant to participate in the creation of an online portal featuring our Simon the Safer Street Sloth mascot.
- > Met. The Young Voices Program team worked with several high school sophomores along with eight other YV members to provide creative input for Safer Street Sloth media portal.
- > Goal: Young Voices will engage at least 100 elementary school students visiting our media portal by July of 2024.
- > Ongoing. Because we did not officially publish the website until October, we will continue to perform outreach and engagement to students in order to meet this target.
- > GOAL: Our digital storybook and animated PSA will receive at least 1,000 unique views on numerous social media platforms by September 2024.
- > Met. Currently, our animated PSAs and uploaded videos are at 1,493 combined views on Youtube.

**NHTSA M8\*TSP-24-05B FLEX:** RISAS - Youth Driven program**Subrecipient:** RISAS (RI Student Assistance Services)

Funding Source	Funds Granted	Funds Expended	Project Status
<b>Section 405E Flex</b>	\$152,969.85	\$150,451.79	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 ear 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 \$152,969.85 for the FY2024 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:**

RISAS's fourth Youth Driven (YD) student leadership summit was held over a three-day period from July 30<sup>th</sup>-August 1<sup>st</sup> at Bryant University in Smithfield RI in fiscal year 2024. Participants included 132 RI high school students representing 34 RI public and private schools, 19 adult advisors, 12 youth leaders and YD staff. The 2024 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 2024, a total of 130 student pre and post tests were collected. 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 2025.

## 4.7 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 13 pedestrian fatalities in 2024 resulting in five-year average pedestrian fatalities of 11, which includes a high of 17 in 2020. This does not meet the 2024 target of 9.

There were 5 bicyclist fatalities in 2024, which is higher than the 2 bicyclist fatalities in 2023 and higher when compared to recent years. The five-year average bicyclist fatalities increased to 2, not meeting the target of 1.

Rhode Island will need to continue its outreach and enforcement efforts to help re-establish consistently lower fatality numbers that will drive the five-year average downward.

### Performance Measures and Targets

**Table 3.13** summarizes the pedestrian and bicyclist-related performance measures and targets identified in the 2024 HSP.

**Table 3.13 Pedestrian and Bicyclist Performance Measures**

Performance Targets	Performance Measures
Reduce the five-year average number of pedestrians in fatal crashes to 9 (Triennial HSP – 2018 to 2022) or below by December 31, 2024.	The number of five-year average pedestrian fatalities was 11 in 2024.
Reduce the five-year average number of bicyclist fatalities to 1 (Triennial HSP – 2018 to 2022) or below by December 31, 2024.	The five-year average of bicycle fatalities was 2 in 2024.
Reduce the five-year average number of impaired pedestrian fatalities to 1 (Triennial HSP – 2018 to 2022) or below by December 31, 2024.	The number of alcohol-related pedestrian fatalities is not available at time of this publication.

### Planned Activities and Funding

The 2024 HSP identified other road user projects to address the above performance measures and make progress towards the targets. **Table 3.14** lists the projects; the relevant performance measures; the Funds Approved to each project; and the project status.

**Table 3.14 FFY2024 Pedestrian and Bicycle**

<b>Activity Number</b>	<b>Activity</b>	<b>Funding Granted</b>	<b>Funds Expended</b>	<b>Project Status</b>
<b>402PS-24-03</b>	Municipalities Pedestrian/Bicycle Enforcement Patrols	\$148,640.15	\$95,241.32	Complete
<b>M8*PS-24-01B FLEX</b>	Salaries (Pedestrian/Bicycle)	\$150,000.00	\$102,379.15	N/A
<b>M8*PS-24-02B FLEX</b>	Bike Newport Road Share Education	\$128,851.80	\$128,851.80	Complete
<b>M8*PS-24-03B FLEX</b>	RI Bike Coalition - Statewide Smart Cycling Education	\$12,419.00	\$6,004.00	Incomplete
<b>M8*PS-24-06B FLEX</b>	WRWC Youth Bike/Ped Safety Woonasquatucket River	\$100,662.10	\$100,662.10	Complete
<b>M8*PS-24-08B FLEX</b>	URI Pedestrian/Bike Enforcement Patrols	\$1,254.00	\$0.00	Incomplete

### Project Descriptions

In FFY 2024 OHS pursued six 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 2024 fiscal year.

#### **NHTSA 402PS-24-03: Municipalities Pedestrian/Bicycle Enforcement Patrols**

**Subrecipient:** RI Municipal Police Departments

<b>Funding Source</b>	<b>Funds Granted</b>	<b>Funds Expended</b>	<b>Project Status</b>
<b>Section 402PS</b>	\$148,640.15	\$95,241.32	Complete

#### **Description:**

This task provided funds to enable approximately 21 municipal law enforcement agencies with trained officers in FY24 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 FFY24 grant funded patrols, law enforcement departments worked a total of 1,359 hours and issued a total of 987 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 M8\*PS-24-01B FLEX: Salaries (Pedestrian/Bicycle)**

**Subrecipient:** Office on Highway Safety

Funding Source	Funds Granted	Funds Expended	Project Status
<b>Section 405E Flex</b>	\$150,000.00	\$102,379.15	N/A

**Description:**

Staff salaries dedicated to Ped/Bike programs at community level for Grant review, Grant monitoring, Invoice and performance measures reviewed and approved, Tracking sub recipient performance measures and promised deliverables, Community presentations, Lunch and learns based on emphasis area, Attendance at all traffic safety coalition meetings, Invoice training and tracking, Year-end reports, Participation in PPEs, Contract reviews, Emphasis area expert representative at all NHTSA meetings, Facilitate trainings in emphasis areas for sub recipients, schools and local businesses.

**Performance:**

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

**NHTSA M8\*PS-24-02B FLEX: Bike Newport Road Share Education**

**Subrecipient:** Bike Newport

Funding Source	Funds Granted	Funds Expended	Project Status
<b>Section 405E Flex</b>	\$128,851.80	\$128,851.80	Complete

**Description:**

Bike Newport is a leader in improving road sharing behaviors and outcomes for all road users with the ultimate goal of zero fatalities. Safe road sharing is accomplished when all road users follow the rules and practice safe road sharing behaviors to reduce human mistakes and crash statistics. Bike Newport promotes these agreements in print, web-based, and recorded messages and educational materials offered in English and Spanish.

The location of the project is the city of Newport and will run throughout the FFY 2024.

Bike Newport's Road Safety Education audiences include:

- > Spanish-Language Bicyclists
- > School-Age Youth
- > Adults
- > People in Need of Bicycles
- > New and Returning Riders

The goal of FY 2024 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. We will focus on the key efforts outlined below.

Instructor Training – Increase the number of trained safe cycling instructors: train additional 5 instructors  
RIDOT information sessions – inviting RIDOT Highway Safety staff to a deliver bicycle and pedestrian safety information session for Bike Newport staff, volunteers, interns and interested community members.

**Performance:**

INSTRUCTOR TRAINING: partially met

Actions Taken:

- > 3 more ride marshals trained to help on group rides
- > Continued professional development for current LCIs
- > 10 Newport youth trained in Smart Cycling Traffic Safety On-Road Skills. These young people worked in Root Rider Program with Aquidneck Community Table during summer 2024.
- > Plan to train community partners in Smart Cycling and potentially LCI to run bike safety kids and adult programs at the YMCA, schools, across Aquidneck Island, Boys and Girls Club, FABNewport, Navy – huge potential for more reach and impact

EXPAND ADULT REACH: Met

Actions Taken:

*At these events and classes each person receiving bike safety information.*

- > Aquidneck Night Out – Annual summer bike rodeo event with Newport Police Dept and other local non-profits. 300+ people reached learning about Bike Newport and bike safety
- > In 2023 – 85 bikes distributed through the Summer Bike Loan program. In 2024 – 101 bikes distributed
- > Record breaking Daffodil Ride with over 80 riders, an increase of 20+ from 2023
- > The third annual 10 Spot Ride, 300 people, an increase of 100 from 2023
- > 4 staff members now fully trained as a League of American Bicyclists Cycling Instructors
- > 8 Full Moon Rides with 40-85 adults on each ride and consistently 350 riders each year
- > Elliot's Ride for Everyone – 400+ riders
- > Folk Fest – parking on average 1400 a day, as many as 1800 in one day
- > Open Garage sessions – 1300 people served, an increase of 50 people from 2023
- > Sakonnet Coastal Bike and Stroll – 400+ attendees
- > Distributing of bike safety information sessions at Conexión Latina Newport
- > Two new events at Learning Unlimited Community Showcase event at Salve – bike safety demonstrations - 30 adults and young people
  - o One hands-on bike maintenance and bike safety event
  - o One Cycling Without Age
- > "Cycle Friends" – monthly confidence building group, 8 regulars with more participants each month
- > Fall Festival at the Maher Center – 200+ people reached learning about Bike Newport and bike safety
- > Community Waterfront Day in collaboration with Sail Newport – 200+ people reached learning about Bike Newport and bike safety
- > Edward King House Senior Center
  - o E-Bike Smart program to group of 10
  - o New senior ride group

- > Three AARPRI online webinars on bike and E-Bike safety – 120+ reached nationally.

### **NHTSA M8\*PS-24-03B FLEX:** RI Bike Coalition - Statewide Smart Cycling Education

**Subrecipient:** Rhode Island Bike Coalition

Funding Source	Funds Granted	Funds Expended	Project Status
<b>Section 405E Flex</b>	\$12,419.00	\$6,004.00	Incomplete

#### **Description:**

For FFY 2024, we seek to expand on our successful Traffic Garden program and Light Up the Night. In FFY 2022, 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, as recommended by Countermeasures That Work (2021). In addition, even when not actively being used for instruction, Traffic Gardens are attractive assets for communities. These gardens have proven popular with community and recreational centers.

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. We expect to continue to collaborate with local police and hospitals to provide bike safety educational services for road safety events and community gatherings throughout grant cycle. We are proposing a free, flexible, and customizable program that is fully responsive to a wide variety of communities. 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 where applicable. 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.

In FFY 2024 we hope to design intergenerational programs so parents, guardians and grandparents can learn with and alongside young children. All 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.

Program evaluation is the final step vital for realizing continuous quality improvement. Given the wide array of methods for delivering instruction, a variety of evaluation methods will be cultivated and utilized. We will conduct a careful administrative evaluation by tracking how many teaching hours we have programmed, accounting for the various different constituencies we have reached, tracking, and following up on requests from agencies and individuals, inventorying and maintaining the equipment we purchase, and tracking monies spent carefully.

We will employ the League of American Bicyclists' Smart Cycling pre and posttests for the standard courses. In addition, for the youth programs, we have developed and will conduct short interviews with young students' parents or guardians to obtain an adult perspective on youngsters' progress. Finally, we aim to develop and utilize a quick observational evaluation, based on the rubric developed by the League of American Bicyclists and an email-based questionnaire for our popup and drop in teaching opportunities.

**Performance:**

1. Restart programming in public and private schools. Unfortunately, this did not happen. We suspect that the very successful Rhode to Bicycle Safety program, offered by the state, proved to be enough for many schools.
2. Add adult programming. Happily, we did have some success here in our collaboration with Housing Works and Recycle-a-Bike.
3. Collaborate with local police and hospitals to provide bike safety educational services for road safety events and other community gatherings. This is the strongest part of our educational program. We participated in several such events and set up traffic gardens and provided individualized instruction in this drop in setting.
4. Finally, in FFY2024 we hoped to design intergenerational programs. This remains an unrealized goal.

**NHTSA M8\*PS-24-06B FLEX: WRWC Youth Bike/Ped Safety Woonasquatucket River****Subrecipient: WRWC**

Funding Source	Funds Granted	Funds Expended	Project Status
<b>Section 405E Flex</b>	\$100,662.10	\$100,662.10	Complete

**Description:**

The Office on Highway Safety partnered again with the Woonasquatucket River Watershed Council's (WRWC) bicycle education programs in the 2024 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 2024 fiscal year was another successful year for WRWC in all their programs.

**Performance:**

Rhode to Bicycle Safety was offered at 21 elementary schools and reached 1338 total students in their on bike, in-school education in FY2024. WRWC's Red Shed Bicycle Safety Summer Camp reached 87 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. Eighteen students at the Met School completed a Bicycle Mechanics internship program. This program included a module on bike safety. 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, and maintenance/wrapping for the box truck they purchased in 2023. All funds were spent. WRWC utilizes pre and post examination in all their bicycle education programs to determine their program's success. These evaluations are all readily available to RIDOT for review each year. The Office on Highway Safety looks forward to partnering again with WRWC in FFY2025 as they deliver their education to communities and youth across the state.



**NHTSA M8\*PS-24-08B FLEX:** URI Pedestrian/Bike Enforcement Patrols**Subrecipient:** University of Rhode Island

Funding Source	Funds Granted	Funds Expended	Project Status
<b>Section 405E Flex</b>	\$1,254.00	\$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 in FY24. 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 2024 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.

## 4.8 Traffic Records

### Problem Statement

The traffic records system allows for collection and reporting of data elements necessary for problem identification, problem analysis, and countermeasure evaluation in all areas of traffic safety in the State. Some of the identified issues, include lack of data integration, flawed injury data, lack of serious injury data for speed-related crashes, lack of roadway/roadside inventory data, incomplete toxicology reports for impaired driving, lack of data on contributing factors in run-off-road fatalities, and low numbers for distracted driving crashes. Rhode Island has achieved success with maintain crash records with no errors in critical data elements at a rate of over 99 percent.

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 3.15** summarizes the traffic records performance measures and targets identified in the 2024 HSP.

**Table 3.15 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 2024 HSP identified six traffic records projects to address the above performance measures and make progress towards the targets. **Table 3.16** lists the eleven projects, including Funds Approved to each project, and the project status.

**Table 3.16 FFY2024 Traffic Records**

Activity Number	Activity	Funding Granted	Funds Expended	Project Status
<b>F1906ER-24-01</b>	Data Analysis	\$574,490.00	\$574,490.00	Complete
<b>F1906CMD-24-02</b>	Consultant Reports/Maintenance	\$385,950.00	\$19,280.00	Complete
<b>M3DA-24-03</b>	DOH EMS Maintenance Contract Fee	\$123,462.80	\$113,813.09	Complete
<b>M3DA-24-04</b>	MIRE Data Enhancements Project	\$318,000.00	\$308,458.06	Complete
<b>B3TRP-24-01</b>	OHS Traffic Records Position Support	\$225,000.00	\$144,509.65	Complete
<b>B3DSA-24-01</b>	Data Dashboarding Updates	\$200,000.00	\$18,169.39	Complete

### Project Descriptions

Traffic records and crash data are valuable in the process of identifying and programming safety activities in Rhode Island. In FFY 2024 OHS pursued six 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 2024 fiscal year.

#### **NHTSA F1906ER-24-01: Data Analysis**

**Subrecipient:** UCONN

Funding Source	Funds Granted	Funds Expended	Project Status
<b>Section 1906</b>	\$574,490.00	\$574,490.00	Complete

#### **Description:**

OHS will fund to complete a voluntary analysis of statewide traffic stops and search data for 2020, 2021, and 2022 due to the State legislation sunset at the end of 2019. This will be a statewide analysis of the traffic stop data for agencies signing an MOA for inclusion. The goal is to complete analysis for 2020, 2021, and 2022 within the FY24 grant cycle.

A state approved vendor will conduct a detailed empirical analysis on the statewide traffic stop data collected by law enforcement agencies within the State that have signed an MOA to participate.

The vendor will conduct three annual traffic stop analyses and provide written reports to OHS. We estimate that each annual analysis will take approximately 16 weeks to complete from receipt of the final database of traffic stops. The vendor will be available to present findings after the final publication.

Project deliverables for all components include copies of final reports, publications, databases, and all other products pertaining to the analysis.

Each report will include a section detailing the methodology and results for inclusion in Rhode Island's annual report. Resulting databases and computer programs will, upon request, be made available to the RIDOT after the completion of this phase of the project.

**Performance:**

We received the final reports for each year and will be sharing the reports with law enforcement in the near future. The results may also be published on the UCONN's Policy Institute's website.

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**NHTSA F1906CMD-24-02:** Consultant Reports/Maintenance

**Subrecipient:** State Approved Vendor – LexisNexis Coplogic Solutions, Inc.

Funding Source	Funds Granted	Funds Expended	Project Status
<b>Section 1906</b>	\$385,950.00	\$19,280.00	Complete

**Description:**

OHS will contract with LexisNexis to manage and maintain IT requirements and/or data services relating to all Rhode Island law enforcement agencies traffic stop and search data to complete a statewide analysis of the traffic stop data from 2020 to 2022. Funds will also support RIDOT's MIS data maintenance and service requirements. An analysis of statewide traffic stop data for agencies signing an MOA for inclusion. Data will be transmitted to RIDOT IT services. The goal is to complete analysis for 2020, 2021, and 2022 within the FY24 grant cycle.

**Performance:**

Lexis Nexis worked with all 39 RI police depts and the RI State Police to assure that their racial profiling data from 2020, 2021, 2022 was sent according to the IT specs necessary for analysis by the UCONN Policy Institute.

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**NHTSA M3DA-24-03:** DOH EMS Maintenance Contract Fee

**Subrecipient:** EMS Departments

Funding Source	Funds Granted	Funds Expended	Project Status
<b>Section 405C Mid</b>	\$123,462.80	\$113,813.09	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 RI-EMSIS input data by EMS agencies to produce quality output data

MET: RI Dept. of Health EMS successfully implemented the National Emergency Medical Service Information System (NEMSIS) version 3.5 across the state ImageTrend platform on April 1, 2024. With the implementation of this report update, we added extra data collection questions and validated them. These included questions about race, ethnicity, substance use, and safety equipment usage for traffic-related incidents.

GOAL: Improve EMS surveillance of Motor Vehicle crashes in Rhode Island

MET: by implementing the National Emergency Medical Service Information System (NEMSIS) version 3.5 electronic Patient Care Report (ePCR) for RI EMS agencies marked a significant achievement for the Center for EMS in the past fiscal year it has also brought to light the low reporting rate of suspected drug and alcohol use indicators, documented in only 7% of EMS reports from October 2023 to September 2024, has raised awareness of the need for education and evaluation of validation rules for these reporting fields.

**NHTSA M3DA-24-04: MIRE Data Enhancements Project**

**Subrecipient:** Approved Consultant

Funding Source	Funds Granted	Funds Expended	Project Status
<b>Section 405C Mid</b>	\$318,000.00	\$308,458.06	Complete

**Description:**

This project will continue to fund the collection of infrastructure data elements and supporting data on all eligible state roads. This year tasks will be a continuation of FFY2023 work, specifically, OHS will be working toward enhancing data inventory for MIRE Fundamental Design Elements and detailed signalized intersection attributes related to signal timing.

Having a more complete database of intersection features will help RIDOT advance their Roadway Departure and Intersection Mitigation programs by identifying, diagnosing, and prioritizing locations using a data-driven, systemic approach.

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 an 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:**

Data collection was completed on state roadways for predictive crash modeling. Additionally, FDE elements were collected and 100% completed for all but 3 elements.

**NHTSA B3TRP-24-01: OHS Traffic Records Position Support****Subrecipient:** Office on Highway Safety

Funding Source	Funds Granted	Funds Expended	Project Status
Section 405C Mid	\$225,000.00	\$144,509.65	Complete

**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 PowerPoint or web-based training and handouts or brochures. Dash cards will be made to give to the departments to place into police cruisers as a quick reference for officers completing crash reports.

**Performance:**

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 has continued to implement improvements based on needs identified by stakeholders in Rhode Island and the 2020 Traffic Records Assessment recommendations. Additionally, RIDOT participated in a TRCC GO Team in 2024, which provided additional feedback for the direction of this committee. The 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 B3DSA-24-01: Data Dashboarding Updates****Subrecipient:** Rhode Island Office on Highway Safety

Funding Source	Funds Granted	Funds Expended	Project Status
Section 405C Mid	\$200,000.00	\$18,169.39	Complete

**Description:**

OHS will work with a consultant to conceptualize and implement a custom Safety Management System for RIDOT to manage data and facilitate data sharing to external users. The Safety Data Dashboard is a web-based application that would provide safety engineering staff, with advanced safety analysis tools for use in making data-driven decisions in the identification of roadway safety improvement projects. The Safety Management System implements the FHWA six-step highway safety management process, which includes network screening, diagnosis, countermeasure selection, economical appraisal, priority ranking and countermeasure evaluation. VHB was responsible for providing application development and database support on the roadway and intersection network screening, diagnosis, countermeasure selection, economic appraisal, project prioritization, and safety effectiveness evaluation modules.

**Performance:**

The consultant team was able to begin conceptual discussions about this tool with key stakeholders. The effort held briefly awaiting outcomes of the SEDC process.

## 4.9 Planning and Administration

### Problem Statement

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

### Performance Measures and Targets

**Table 3.17** summarizes the planning and administration performance measures and targets identified in the 2024 HSP. The relationship between the individual projects and the planning and administration performance measures are described in **Table 3.17**.

**Table 3.17 Planning and Administration Performance Measures**

Performance Targets	Performance Measures
Administer a fiscally responsible, effective highway safety program that is data driven, includes stakeholders, and addresses State specific safety characteristics.	Conduct a Stakeholders’ meeting to receive input for development of the FFY 2025 HSP - Completed Deliver the FFY 2024 Annual Report by January 28, 2025 – Completed. Deliver the 2024-2026 Triennial Highway Safety Plan by July 1, 2023 – Completed. Deliver the Federal Fiscal Year 2025 Highway Safety Plan by August 1, 2024 – Completed.

### Planned Activities and Funding

The 2024 HSP identified six planning and administration projects to address the above performance measures and make progress towards the targets. **Table 3.18** lists the projects, the relevant performance measures, the Funds Approved to each project, and the project status.

**Table 3.18 FFY2024 Planning & Administration**

<b>Activity Number</b>	<b>Subrecipient</b>	<b>Funding Granted</b>	<b>Funds Expended</b>	<b>Project Status</b>
<b>402PA-24-00</b>	Audit Fees	\$5,408.36	\$2,088.34	N/A
<b>402PA-24-01</b>	Memberships and Dues	\$30,000.00	\$5,432.80	N/A
<b>402PA-24-02</b>	Office Equipment	\$35,000.00	\$1,234.40	N/A
<b>402PA-24-03</b>	Office Supplies	\$30,000.00	\$1,038.75	N/A
<b>402PA-24-04</b>	Prep. of Highway Safety Performance Plan and Annual Program Evaluation Report, support of SHSP activities	\$200,000.00	\$41,425.79	Complete
<b>402PA-24-05</b>	Travel and Training	\$65,000.00	\$4,532.05	N/A

### Project Descriptions

The following are descriptions of the Planning and Administration projects, including the outcomes of the projects over the 2024 fiscal year.

#### **NHTSA 402PA-24-00: Audit Fees**

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

<b>Funding Source</b>	<b>Funds Granted</b>	<b>Funds Expended</b>	<b>Project Status</b>
<b>Section 402PA</b>	\$5,408.36	\$2,088.34	N/A

#### **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-24-01: Membership and Dues****Subrecipient:** Rhode Island Office on Highway Safety

Funding Source	Funds Granted	Funds Expended	Project Status
Section 402PA	\$30,000.00	\$5,432.80	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-24-02: Office Equipment****Subrecipient:** Rhode Island Office on Highway Safety

Funding Source	Funds Granted	Funds Expended	Project Status
Section 402PA	\$35,000.00	\$1,234.40	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-24-03: Office Supplies****Subrecipient:** Rhode Island Office on Highway Safety

Funding Source	Funds Granted	Funds Expended	Project Status
Section 402PA	\$30,000.00	\$1,038.75	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-24-04:** 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	\$41,425.79	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-24-05:** 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	\$4,532.05	N/A

**Description:**

Funding to support in-state and out-of-state travel for OHS employees to attend highway safety conferences and training sessions.

**Performance:**

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

5

State Attitudes Survey Reports

5.1 Rhode Island Click it or Ticket Campaign 2024 – 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 2024 survey effort surrounding the Click It or Ticket Initiative. The 2024 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 2024 survey results provide an up-to-date estimate comparable to the previous statewide surveys of belt use. Across the 90 observation sites, 19,357 drivers and front-seat outboard passengers were observed during daytime hours. The weighted use rate for these drivers and passengers was 90.5 percent, a slight increase from the previous year (2023).

Basic Information and Demographics

In 2024, 504 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 (48.3%) respectively were male. The two most common reported age categories for respondents were 60+ years old (32.6%) and second most common age group were 21-34 years old (23.3%). Most respondents were Caucasian (80.2%) followed by Spanish/Hispanic/Latino (6.4%) and multiple races/ethnicities (5.0%). Majority of the respondents fall into the \$50,000 to \$74,999 income bracket (20.5%). Most of the respondents had bachelor’s degree (27.9%) or High school or equivalent (GED) (37.9%).

Table 4.1 Demographic Characteristics of Survey Respondents

Characteristic	Percentage (%)
Gender	
Male	48.3
Female	51.1
Other	0.6
<b>Total (N)</b>	<b>100% (N=503)</b>
Age	
18-20	3.4
21-34	23.3
35-49	23.1
50-59	17.7

<b>Characteristic</b>	<b>Percentage (%)</b>
60+	32.6
No Response	0.0
<b>Total (N)</b>	<b>100% (N=503)</b>
<b>Race</b>	
Caucasian	80.2
African American	3.8
Spanish/Hispanic/Latino	6.4
American Indian/Alaskan	
Native	1.2
Asian	1.4
Native Hawaiian or Other	
Pacific Islander	0.2
Multiple Responses	5.0
Other & No Response	1.8
<b>Total (N)</b>	<b>100% (N=501)</b>
<b>Income</b>	
Less than \$25,000	19.3
\$25,000 to \$34,999	9.4
\$35,000 to \$49,999	13.9
\$50,000 to \$74,999	20.5
\$75,000 to \$99,999	15.1
\$100,000 to \$149,999	13.1
\$150,000 to \$199,999	3.6
Over \$200,000	1.6
No Response	3.4
<b>Total (N)</b>	<b>100% (N=502)</b>
<b>Education</b>	
Some high school	3.6
High school or equivalent (GED)	37.9
Bachelor's degree	27.9
Master's degree	12.2
Ph.D. or higher	0.8
Trade school	8.2
Other & No Response	9.4
<b>Total (N)</b>	<b>100% (N=501)</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, 87.9% of respondents said they always use a seat belt while only 0.6% 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 (63.8%) and only 4.2% of the respondents said they never use it.

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

Question	Percentage (%)
<b>Q6. How often do you wear a seat belt when you drive or ride in a motor vehicle?</b>	
Always	87.9
Nearly Always	8.2
Sometimes	2.2
Rarely	1.2
Never	0.6
<b>Total (N)</b>	<b>100% (N=503)</b>

Question	Percentage (%)
<b>Q7. How often do you wear a seat belt when you are a REAR SEAT passenger in a motor vehicle?</b>	
Always	63.8
Nearly Always	15.5
Sometimes	12.1
Rarely	4.4
Never	4.2
<b>Total (N)</b>	<b>100% (N=503)</b>

Perceptions about the chances of getting a ticket while not wearing a seat belt is showed in the following questions. Only 19.3% of the respondents think that chances are of someone getting a ticket for not wearing a seat belt during daylight hours is "always". Similarly, 12.7% 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**

Question	Percentage (%)
<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	19.3
Nearly Always	24.7
Sometimes	39.6
Rarely	13.3
Never	3.2
<b>Total (N)</b>	<b>100% (N=503)</b>

Question	Percentage (%)
<b>Q9. What do you think the chances are of someone getting a ticket for not wearing a seat belt AFTER DARK?</b>	
Always	12.7
Nearly Always	18.1
Sometimes	34.6
Rarely	26.2
Never	8.3
<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 2.2 percent and 5.4 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 3.8 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 36.6 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 18.0 and 22.0 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 17.1 and 23.3 percent, respectively.

Question	Percentage (%)
<b>Q12. How often do you talk on a <u>HANDHELD</u> cell phone while driving?</b>	
Always	2.2
Nearly Always	5.4
Sometimes	14.1
Rarely	25.8
Never	52.5
<b>Total (N)</b>	<b>100% (N=503)</b>

Question	Percentage (%)
Q13. How often do you send text messages or emails on a <u>HANDHELD</u> cell phone while driving?	
Always	1.8
Nearly Always	3.8
Sometimes	11.4
Rarely	19.3
Never	63.7
<b>Total (N)</b>	<b>100% (N=502)</b>

Question	Percentage (%)
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?	
Yes	36.6
No	63.4
<b>Total (N)</b>	<b>100% (N=503)</b>

Question	Percentage (%)
Q15. What do you think the chances are of someone getting a ticket for talking on a <u>HANDHELD</u> cell phone while driving?	
Always	18.0
Nearly Always	22.0
Sometimes	44.1
Rarely	12.4
Never	3.6
<b>Total (N)</b>	<b>100% (N=501)</b>

Question	Percentage (%)
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?	
Always	17.1
Nearly Always	23.3
Sometimes	42.2
Rarely	14.1
Never	3.2
<b>Total (N)</b>	<b>100% (N=502)</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 32.0 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*" (41.6%) followed by "*electronic message sign*" (36.2%). 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 87.5 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	32.0
No	68.0
<b>Total (N)</b>	<b>100% (N=503)</b>
<b>Q10a. If <u>Yes</u>, where did you see or hear about it?</b>	
Newspaper	10.6
Radio	25.5
Internet	23.8
TV	41.6
Poster	7.5
Billboard	29.8
Police Patrol	18.1
Electronic Message Board	36.2
Bus Ad	6.9
Other	0.6
Don't Know	0.6
<b>Q11. Do you know the name of any seat belt enforcement program(s) in Rhode Island?</b>	
Click It or Ticket	87.5
Buckle Up. No Excuses!	18.3
Survive Your Drive	7.6
Other	0.0
Don't Know	9.1



## 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 3.8 and 7.0 percent, respectively. While respondents said “Always” or “Nearly Always” drive faster than 70 mph on 65 mph road was 4.2 and 19.3 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 41.0 percent of respondents said “Yes”. Respondents also asked chances of chances are of someone getting a ticket for driving over the speed limit and 17.5 percent said “Always”, and 29.9 percent said, “Nearly Always”.

Question	Percentage (%)
Q17. On a local road with a speed limit of 20 mph, how often do you drive faster than 35 mph?	
Always	3.8
Nearly Always	7.0
Sometimes	25.3
Rarely	35.5
Never	28.5
<b>Total (N)</b>	<b>100% (N=502)</b>

Question	Percentage (%)
Q18. On a road with a speed limit of 65 mph, how often to you drive faster than 70 mph?	
Always	4.2
Nearly Always	19.3
Sometimes	37.3
Rarely	21.9
Never	17.3
<b>Total (N)</b>	<b>100% (N=502)</b>

Question	Percentage (%)
Q19. <u>In the past 90 days</u> , have you read, seen, or heard anything about police being focused on speed enforcement?	
Yes	41.0
No	59.0
<b>Total (N)</b>	<b>100% (N=503)</b>

Question	Percentage (%)
Q20. What do you think the chances are of someone getting a ticket for driving over the speed limit?	
Always	17.5
Nearly Always	29.9
Sometimes	44.4
Rarely	6.8
Never	1.4
<b>Total (N)</b>	<b>100% (N=502)</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 17.9 percent. When they are asked the chances are of someone getting arrested for drinking and driving, respondents indicated “Always” or “Nearly Always” was 28.9 and 30.9 percent, respectively. While only 1.0 percent of the respondents said the chances are of someone getting arrested for drinking and driving was “Never”.

Question	Percentage (%)
Q22. <u>In the past 90 days</u> , have you seen a mobile alcohol breath testing unit where police process drunk drivers?	
Yes	17.9
No	82.1
<b>Total (N)</b>	<b>100% (N=503)</b>

Question	Percentage (%)
Q23. What do you think the chances are of someone getting arrested for drinking and driving?	
Always	28.9
Nearly Always	30.9
Sometimes	35.9
Rarely	3.4
Never	1.0
<b>Total (N)</b>	<b>100% (N=502)</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 50.5%. The most frequently reported source of impaired driving messages was the "television" (58.3%) followed by "electronic message sign" (32.3%). While only 18.2 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 68.8 percent of the respondents. The second most recognized slogan was "**Friends Don't Let Friends Drive Drunk**" among the respondents (43.7%). "**You Drink and Drive, You Lose**" was recognized by 41.6 percent of the respondents.

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

Question	Percentage (%)
<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	50.5
No	49.5
<b>Total (N)</b>	<b>100% (N=503)</b>
<b>Q24a. If <u>Yes</u>, where did you see or hear about it?</b>	
Newspaper	13.0
Radio	28.0
Internet	29.2
TV	58.3
Poster	7.9
Billboard	28.9
Police Patrol	18.2
Electronic Message Board	32.3
Bus Ad	4.7
Other	0.8
Don't Know	1.2
<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	68.8
The Ripple Effect	20.7
You Drink & Drive. You Lose	41.6
Team DUI	3.8
Friends Don't Let Friends Drive Drunk	43.7

Question	Percentage (%)
Please Step Away from Your Vehicle	4.4
Enough!	4.0
MADD's Red Ribbon	13.5
Buzzed Driving is Drunk Driving	32.3
Other	0.2
Don't Know	11.9

## 5.2 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 OHS occupant protection 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 2024.

The 2024 survey (using new sites resampled in 2023), determined statewide safety 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.

### 5.2.1 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.'

### 5.2.2 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.”

### **5.2.3 Observers**

All observers are hired and trained by PRG. Three (3) PRG observers participated in the 2024 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.

### **5.2.4 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.

### 5.2.5 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.

### **5.2.6 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).

### **5.2.7 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.

### **5.2.8 Results**

In April of 2024, 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 5,401 occupants observed during the 2024 mini; belt use measured **91.5%** for driver and front seat outboard passenger use combined.

### **5.2.9 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 2024 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 (93.1 and 95.5 percent, respectively) and lowest for occupants of pick-up

trucks (81.1% for drivers and 84.5% 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	89.6%	93.1%	88.2%	81.1%
(N)	5,718	7,204	800	2,115
Passengers	91.5%	95.5%	84.1%	84.5%
(N)	1,142	1,775	220	383

The highest driver belt use rates were found in Newport and Bristol counties (96.1% and 94.8 %, respectively). The highest passenger belt use rates were seen in the same two counties (Bristol: 97.3% and Newport: 96.8%). Drivers and passengers in Providence County had the lowest belt use rates (86.9 and 90.7%). Please see Table 4.2 for details.

**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	94.8%	93.8%	96.1%	86.9%	92.3%
(N)	2,991	3,240	3,199	3,613	2,794
Passengers	97.3%	93.7%	96.8%	90.7%	94.8%
(N)	748	543	853	608	768

In 2024, 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 both Caucasian and African American passengers (95.7 and 93.3 [percent, respectively]). Driver belt use was lowest among African American drivers (87.1%) and highest among white drivers (92.9%). Most observations fell into the Caucasian/White group; African American/Black and All Other vehicle occupants had much smaller Ns. Please note that a relatively small amount of data was captured on non-white drivers and passengers.



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

	<b>Caucasian/White</b>	<b>African American/Black</b>	<b>Other</b>
Drivers	92.9%	87.1%	90.9%
(N)	11,801	1,019	1,779
Passengers	95.7%	93.3%	92.6%
(N)	2,749	196	403

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## 6

## 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	10/31/2023	4	17.5	N/A	No
Drive Sober or Get Pulled Over	Thanksgiving	11/22/2023–11/26/2023	24	324.5	N/A	Yes
Drive Sober or Get Pulled Over	Holidays	12/13/2023 – 1/1/2024	26	377	N/A	Yes
Drive Sober or Get Pulled Over	Superbowl Sunday	2/11/2024	4	32	N/A	Yes
Drive Sober or Get Pulled Over	Cinco de Mayo	5/5/2024	1	4	N/A	No
Drive Sober or Get Pulled Over	Memorial Day	5/24/2024 – 5/27/2024	15	242	N/A	Yes
Drive Sober or Get Pulled Over	4th of July	7/4/2024	8	50	N/A	Yes
Drive Sober or Get Pulled Over	August	8/14/2024 – 9/2/2024	16	348	N/A	Yes
Click It or Ticket	November (Thanksgiving)	November 20-26 2023	19	156	N/A	Yes
Click It or Ticket	March (St. Patrick's Day)	March 4-10 2024	16	200	N/A	Yes
Click It or Ticket	National campaign	May 20-June 2 2024	19	344	N/A	Yes
Click It or Ticket	September (back to school)	September 9-15 2024	13	164	N/A	No

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

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# 7

## Paid Media

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

To support enforcement efforts in diverse communities and linguistically appropriate advertising in a variety of general market and multicultural/multiethnic media outlets.

OHS worked collaboratively with RIDOT's Office of Communications to prepare for the Work Zone Safety Awareness Week (April 15 -19). With the construction season in high gear, RIDOT continued to encourage safe driving through highway work zones. The key message is for drivers to slow down and use extra caution. OHS joined Director Alviti and other safety officials to draw attention to the issue. A total of \$22,162.30 was spent on outdoor, radio and digital advertising for the campaign.

May was Motorcycle Safety Awareness month. OHS supported two campaigns to highlight this observance: MADD-RI's "Enjoy the Ride. Don't Drink & Drive." and the RI Police Chiefs Association's "Motorcycle Safety Is a Two-Way Street," urging motorists to share the road, and to pay extra attention for motorcyclists during the higher volume warmer months.

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## 8

## Evidence-Based Enforcement Program

In Federal Fiscal Year 2024 (FFY2024), the Law Enforcement Highway Safety Training Coordinator (LEHSTC) continued to offer guidance and support to all federal, state, and municipal law enforcement agencies. The LEHSTC assisted all Highway/Traffic Safety stakeholders and partners throughout the entire fiscal year..

The LEHSTC position is dedicated to serving as a liaison between the Rhode Island Department of Transportation, Office on Highway Safety, all law enforcement agencies, stakeholders, and partners whose mission is help keep Rhode Island roadways safe. The LEHSTC coordinated highway safety trainings at the Rhode Island Municipal Police Training Academy and other satellite locations that were deemed necessary and appropriate ensuring all law enforcement had an opportunity to receive training to assist with the mission of the Highway Safety Office, the Strategist Highway Safety Plan and other duties and responsibilities directed by RIDOT's Administrator for Policy and Community Affairs. The LEHSTC will assist and when necessary and take the lead in efforts that support law enforcement agencies highway safety initiatives. This support enables the law enforcement agencies to team up with other law enforcement agencies in coordinating highway safety initiatives. The Grant Manager/LEHSTC will divide the daily and weekly work schedule equally between; Alcohol Impaired Driving, Occupant Protection, Speed Management, Motorcycle Safety, Distracted Driving, Elderly Drivers, Driver Education, Pedestrian /Bicycle Safety and Drug Recognition Expert, and other duties as assigned by the OHS.

The LEHSTC/Grant Manager continued coordinating and monitoring the Drug Recognition Expert (DRE) Program and other drugged driving training to include, Advanced Roadside Impaired Driving Enforcement (ARIDE), Standardized Field Sobriety Testing (SFST). The Office on Highway Safety continued to support the seventy-five (75) certified Drug Recognition Experts (DRE). As the DRE coordinator, the LEHSTC was held responsible for maintaining certifications for all Drug Recognition Experts. As the Impaired Driving Coordinator, the LEHSTC is responsible for scheduling training for all Drug Recognition Expert, Standardized Field Sobriety Testing, and Advanced Roadside Impaired Driving enforcement training courses. Within those duties, the LEHSTC assisted the Office on Highway Safety's Impaired Driving Program Coordinator by scheduling classroom instruction on alcohol/drug. This training included recruit level training at all Rhode Island's police academies; Rhode Island Municipal Police Training Academy, Providence Police Academy, and the Rhode Island State Police Training Academy.

The LEHSTC prepared highway/traffic safety training programs with the law enforcement community through the grant managers and the department's assigned training officer. The LEHSTC assumed the lead in developing, scheduling, and implementing numerous training courses throughout the grant cycle in all the emphasis areas which are enumerated in Rhode Island's Strategist Highway Safety Plan. The LEHSTC will coordinate training with the Rhode Island Municipal Police Training Academy, all the grant managers (sub grantees), the Chief of the Office on Highway Safety, the Rhode Island's Police Chiefs Association and other highway safety stakeholders and partners.

The LEHSTC accomplished these duties and responsibilities through day-to-day contact with all Grant Managers (sub grantees), the Office on Highway Safety, and assumed the training point of contact with the Executive Director of the Rhode Island Chiefs of Police Association. He will also meet regularly with other traffic safety stakeholders, partners, and advocates in Rhode Island. The LEHSTC reported to the RIPCA and other partners NHTSA events with supported mobilizations, press events and important scheduled highway safety trainings, partners and stakeholders on ongoing activities and current concerns related to the law enforcement community.

The LEHSTC collaborated with the Law Enforcement Liaisons and Traffic Safety Resource Prosecutors in Region 1 and shared information and data when needed.

Activities for FFY 2024 within the Office on Highway Safety's approved grant guidelines and recommendations included the following:

- a) Engaged officers certified in Traffic Crash Reconstruction to participate in a reconstruction sub-committee.
  1. The Office on Highway Safety supported training for Rhode Island law enforcement officers as they became certified Traffic Crash Reconstruction officers. The LEHSTC maintains a database of law enforcement officers who are certified traffic crash reconstructionist.
  2. The LEHSTC developed a regular training schedule for the crash reconstructionist ensuring direct communications between the officers who conduct these investigations so that a network of sharing resources would be re-established.
  3. The LEHSTC established an ongoing training calendar every three to four months to share the best practices and important new techniques based upon current crash investigations in Rhode Island and across the country.
  4. The LEHSTC worked with the Traffic Safety Resource Prosecutor to help officers prepare the prosecutors for upcoming trials.
  5. The collaboration of reconstructionist training included the Rhode Island State Police and all municipalities which will ensure a network of trained officers are available when needed.
  6. A roster of active law enforcement officers who are active reconstructionists is maintained. The list determines who will be available to share their expertise



with neighboring communities and develops a rapid response reconstruction team. This list and team assists police departments; collect, analyze, and prepare prosecution, if needed, for severe crash scenes.

- b) Impaired Driving Task Force – Enforcement Efforts: The task force consists of law enforcement agencies from across the state working together to detect, arrest and prosecute impaired drivers.
- c) Community outreach in FFY 2024 included:
  - 1. The LEHSTC continued delivering and developing safety presentations throughout the state in the established emphasis areas as set by OHS' Administrator for Policy and Community Affairs and standards as set by the NHTSA. These sessions included, but weren't be limited to, defensive driving training for senior citizens, high school health classes, high school driver education students, and general audience presentations with the assistance of law enforcement officers, fire and emergency medical service responders.
  - 2. Continued the successful collaboration with the established partners who already make up the core of the Traffic Safety Coalition. The goal was to develop additional community-based stakeholders .
  - 3. Promoted equity in working with communities to ensure they receive the funding and services needed to become successful traffic safety specialists.
- d) First Responders Training for police, fire, and EMS personnel: This training has been identified in the past as Traffic Incident Management (TIM) collaborations. The Department of Transportation (DOT) developed an online TIM training with the focus on promoting this training to the law enforcement officers and other highway safety practitioners.
  - 1. In the capacity of LEHSTC, the emphasis is on assisting the Municipal Police Training Academy in establishing satellite training sites throughout the FFY 2024 grant cycle. The state will work to develop a calendar of dates and deliver the training and materials in multijurisdictional training locations.
  - 2. Additional training may be added to the schedule for FFY 2025, if needed, and might include training for law enforcement officers and other first responders on how to investigate electric vehicle crashes, new methods to communicating with motorists during traffic stops, enforcement efforts in Work Zones and enforcing the Move Over law throughout the state.
- e) The LEHSTC continued to attend and host Traffic Safety Coalition meetings monthly. He shares the duties as chairperson with the Executive Director of the RIPCA
- f) Strategic Highway Safety Plan (SHSP) Emphasis area participant in Work Zone Safety, Traffic Incident Management, Young Drivers, Impaired Driving and Elderly Drivers.

1. The LEHSTC will continue to work with RIDOT-OHS on all aspects of gathering information and data, then sharing it with when authorized, with other safety partners.
2. The LEHSTC will continue with assigned SHSP duties as assigned by the Chief of the Office on Highway Safety.
3. The LEHSTC will continue monitoring training facilitated by the law enforcement community through the Municipal Police Training Academy ensuring it is the most up to date training curriculums.

g) Speed Management:

1. The LEHSTC assisted the certified instructors with in-service and recruit trainings related to speed enforcement, when needed. He assisted the law enforcement community when they coordinated statewide trainings for officers when new speed measuring equipment is being utilized.
2. The LEHSTC also continued monitoring speed trends throughout the grant cycle requiring departments to utilize the newest speed measuring equipment which allows for the collecting of data.

h) Work Zone Safety – Safe and Effective Use of Law Enforcement: The Federal Highway Administration, four (4) hour training is a useful training session for law enforcement officers and civilians involved in work zone, construction sites, and motor vehicle car stops. Police officer's and/or municipal civilian workers working 'road jobs' are responsible for the overall safety for the motoring public as well as construction workers within these work zones. The training is invaluable for officers on patrol even when 'road jobs' are managed by flaggers. These civilians and officers monitor and ensure the proper closing and partial closing of roadways. This is important and can affect the motoring public driving behaviors and this training can help reduce risk and incidences of crashes. The Work Zone training is important for the safe movement of vehicles through work zones and at the same time ensuring no crashes or traffic incidents take place.

During FFY 2024, the LEHSTC continued to instruct the Municipal Police Academy, Providence Police Academy, and the Rhode Island State Police Academy throughout the grant cycle. In addition to the recruit training, an additional six (6) additional in-service training sessions will be held in FFY 2025. In FFY 2023 trainings in Work Zone Safety were well received by every municipality and police department who participated in the training by sending active, retired, reserve, special, etc., officers to the training. As of May 2023 - more than 4350 police officers and municipal civilians have been trained since the inception of the program in 2010.

i) Breath Alcohol Testing (BAT) Vehicle: The LEHSTC assisted the Providence Police Department and the Office on Highway Safety in scheduling, promoting, and deploying the BAT Vehicle to Rhode Island's cities and towns.

j) Occupant Protection:

1. Traffic Occupant Protection Strategies (TOPS): TOPS training is a four (4) hour training workshop familiarizing law enforcement officers with new laws, best practices, and strategies for increasing belt use in Rhode Island. This is a prerequisite for officers to work overtime on Click it or Ticket details. In addition to recruit level training during the fiscal year, additional in-service training workshops will be conducted throughout the year, as needed.
- k) Distracted Driving Training:
1. The LEHSTC/Grant Manager conducted two (2) Distracted Driving – Personal wireless communication device (Cell Phone) in-service trainings during FFY 2024 with a total of 71 officers receiving NHTSA’s best practice for enforcing distracted driving laws.
- l) Pedestrian and Bicycle Safety Enforcement Operations: A How-To Guide for Law Enforcement to enforce and understand how to effectively perform a Pedestrian and Bicycle Safety Education and Enforcement Program can reduce the incidents of these type collisions.
1. During FFY 2023 the LEHSTC assisted the Office on Highway Safety’s Program Coordinator with the Pedestrian and Bicycle Safety training. Since the initial collaboration between the LEHSTC and the Office on Highway Safety, this training will be offered annually. A successful virtual on-line training was conducted in FFY 2021 by a partnership of the Office on Highway Safety and the Municipal Police Academy. During FFY 2024, two (2) training sessions are scheduled. The training will include enforcement of Pedestrian and Bicycle Safety laws as enacted by the Rhode Island General Assembly.

## 8.1 EBE Community Collaboration Efforts:

We have mandated all law enforcement agencies that receive NHTSA funding to attend a minimum of four Traffic Safety Coalition meetings throughout the fiscal year. We have witnessed an increase in law enforcement and community partner engagement because of this strategy.

In FFY 2024 1906 funds were used to contract with the University of Connecticut’s Policy Institute to evaluate and analyze law enforcement traffic stop data with the intention to identify possible traffic safety disparities. The study was completed and is being reviewed to date. From this report we will encourage law enforcement agencies to create trainings and educational strategies to combat any identified disparities. These strategies should also inform law enforcement leadership regarding policies, procedures and activities that might need enhancing based on the safe system and community collaboration models. By sharing information and working together on analysis, law enforcement agencies can identify patterns and trends that might not be apparent otherwise.

Our office also shares Data from the Department of Health on toxicology reports, DMV for motorcycle licensing and the State’s Driver’s Education program with all law enforcement leaders. The shared data allows them to review statistical information that

engages them in community discussions about prevention and treatment programs that would enhance their community's public safety.

We are also involved in many Police Departments' citizen academies that allows us to share in their efforts to translate what they are charged to do and how they require their community's participation to keep their citizens safe and informed.

This year one of the unique collaborations has been between our partnership with law enforcement and the RI Interscholastic League. The RIIL has been implementing a school based successful "Traffic Safety is a TEAM Sport" for multiple years. This year they increased their direct community and school involvement by working with local departments and demonstrating their joined link to the team philosophy.

RI's law enforcement community collaboration is a long-standing source of pride for the OHS. Our local and state law enforcement professionals understand community collaboration and have been leaders in the country of these efforts even before the term "community collaboration" became the popular norm. We are very proud of that fact and we will continue our efforts to highlight these efforts and link them to our work in public participation and engagement.