

January 2026

DANIEL MCKEE
Governor

PETER ALVITI, JR, PE
Director



State of Rhode Island

Highway Safety Plan Annual Report

Federal Fiscal Year 2025



PREPARED FOR

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

PREPARED BY

Rhode Island Department of Transportation
Office on Highway Safety
Two Capitol Hill
Providence, RI 02903

This page intentionally left blank.

Highway Safety Plan Credits

Peter Alviti, Jr., P.E., Director of Transportation

Robert Rocchio, P.E., Chief Engineer

Steven Pristawa, P.E., State Traffic Safety Engineer

Office on Highway Safety Staff

Gabrielle M. Abbate, Administrator for Policy and Community Affairs

Sean Corrigan, Chief of Highway Safety

Joseph Amoroso, FARS Analyst/Program Coordinator

James E. Barden, Highway Safety Program Coordinator

Justine Cote, Highway Safety Program Coordinator

Kelsey Santos, Highway Safety Program Coordinator

Sandra Marinucci, Highway Safety Program Coordinator

John Corrigan, Traffic Safety Resource Prosecutor

Col. Richard T. Sullivan (ret.), Law Enforcement Highway Safety Training Coordinator

Contact Information

Gabrielle Abbate

Administrator for Policy and Community Affairs

Office on Highway Safety

Rhode Island Department of Transportation

Two Capitol Hill, Suite 150A

Providence, RI 02903

Telephone: (401) 563-4490

Email: gabrielle.abbate@dot.ri.gov

Web Address: <http://www.dot.ri.gov/community/safety/safetyyou.php>

This page intentionally left blank.

Table of Contents

Highway Safety in Rhode Island.....	12
1.1 Introduction.....	13
1.2 Strategic Partners.....	16
1.3 Organization and Staffing	17
1.4 Problem Identification.....	18
1.5 Legislative Update	19
Performance Data.....	21
2.1 Crash Summary.....	21
2.2 Target Summary	30
Performance Measure Adjustments	30
Updates to the Triennial HSP.....	37
3.1 Public Participation & Engagement.....	37
Engagement Planning	37
Partner & Stakeholder Engagement	37
3.2 Engagement Strategies.....	38
3.3 Engagement Goals Updates	38
3.4 Outcomes and Ongoing Engagement.....	40
Program Areas.....	43
4.1 Occupant Protection.....	43
Problem Statement	43
Performance Measures and Targets.....	43
Planned Activities and Funding.....	44
Project Descriptions	45
4.2 Impaired Driving.....	53
Problem Statement	53
Performance Measures and Targets.....	53
Planned Activities and Funding.....	53
Project Descriptions	55
4.3 Speed	72
Problem Statement	72
Performance Measures and Targets.....	72
Planned Activities and Funding.....	72
Project Descriptions	73
4.4 Distracted Driving	77
Problem Statement	77
Performance Measures and Targets.....	77

	Planned Activities and Funding	77
	Project Descriptions	78
4.5	Motorcycles	81
	Problem Statement	81
	Performance Measures and Targets	81
	Planned Activities and Funding	81
	Project Descriptions	82
4.6	Young Driver	84
	Problem Statement	84
	Performance Measures and Targets	84
	Planned Activities and Funding	84
	Project Descriptions	85
4.7	Pedestrians and Bicyclists	92
	Problem Statement	92
	Performance Measures and Targets	92
	Planned Activities and Funding	92
	Project Descriptions	93
4.8	Traffic Records	98
	Problem Statement	98
	Performance Measures and Targets	98
	Planned Activities and Funding	98
4.9	Planning and Administration	104
	Problem Statement	104
	Performance Measures and Targets	104
	Planned Activities and Funding	104
	Project Descriptions	105
	State Attitudes Survey Reports.....	109
5.1	Rhode Island Click it or Ticket Campaign 2025 – DMV Awareness Survey Results	109
	Basic Information and Demographics	109
	Belt Use, Belt Use Change & Belt Ticketing Perceptions	110
	Distracted Driving Habits and Chances of Ticketing	112
	Speeding and Perception of Severity of Enforcement & Experience with Enforcement	114
	Impaired Driving - Alcohol	116
	Awareness of Impaired Driving (Alcohol) Message and Slogan Recognition	116
	Impaired Driving – Marijuana/Drugs	118
	Awareness of Impaired Driving (Marijuana/Drugs) Message and Slogan Recognition	119
	Awareness of Seat Belt Message, Slogan Recognition and Ticket Amount	120
5.2	Seat Belt Survey Results	121
	5.2.1 Site Selection	122
	5.2.2 Site Observation Details	122
	5.2.3 Observers	123
	5.2.4 Scheduling & Mapping	123
	5.2.5 Data Collection	123
	5.2.6 Building a Data Set	124

5.2.7	Quality Control.....	124
5.2.8	Results	125
5.2.9	Descriptive Statistics	125
Mobilization Participation Information.....		127
Paid Media		129
7.1	Paid Media to Support High-Visibility Traffic Enforcement.....	129
Evidence-Based Enforcement Program		131
8.1	EBE Community Collaboration Efforts:	132
8.2	Performance Outcomes.....	134
Grant Closeout Statement.....		136

This page intentionally left blank.

List of Tables

Table No.	Description	Page
Table 2.1	Performance Measure Trends.....	22
Table 2.2	FFY 2024 – FFY 2025 Target Summary	33
Table 4.1	Occupant Protection Performance Measures.....	44
Table 4.2	FFY 2025 Occupant Protection	45
Table 4.3	Impaired Driving Performance Measures	53
Table 4.4	FFY 2025 Impaired Driving	54
Table 4.5	Speed-Related Performance Measures.....	72
Table 4.6	FFY 2025 Speed	72
Table 4.7	Distracted Driving Performance Measures	77
Table 4.8	FFY 2025 Distracted Driving	78
Table 4.9	Motorcycle-Related Performance Measures	81
Table 4.10	FFY 2025 Motorcycle	82
Table 4.11	Younger Driver Performance Measures.....	84
Table 4.12	FFY 2025 Younger Driver	84
Table 4.13	Pedestrian and Bicyclist Performance Measures.....	92
Table 4.14	FFY 2025 Pedestrian and Bicycle	93
Table 4.15	Traffic Record Performance Measures	98
Table 4.16	FFY 2025 Traffic Records.....	98
Table 4.18	FFY 2025 Planning & Administration.....	105
Table 5.2	Self-Reported Belt Use and Belt Use Change.....	111
Table 5.3	Chance of Belt Ticketing	112
Table 5.4	Chance of Distracted Driving Ticketing	112
Table 5.5	Chance of Ticketing due to Speeding	115
Table 5.6	Chance of Impaired Driving Ticketing - Alcohol	116
Table 5.7	Survey Questions 24, 24a and 25	117
Table 5.8	Survey Questions 26-30	118
Table 5.9	Survey Questions 31, 32 and 32b.....	119
Table 5.10	Survey Questions 10, 10a, and 11	121
Table 5.11	Percent Seat Belt Use by Vehicle Type	125
Table 5.12	Percent Seat Belt Use by County	126
Table 5.13	Percent Seat Belt Use by Sex.....	126
Table 5.14	Percent Seat Belt Use by Roadway Type	126
Table 6.1	Mobilization Participation	127

List of Figures

Figure No.	Description	Page
Figure 1.1	2025 RIDOT OHS Organizational Chart	18
Figure 2.1	Fatalities (2018 Baseline to 2025).....	24
Figure 2.2	Serious Injuries (2018 Baseline to 2025).....	24
Figure 2.3	Fatality Rate per 100 Million VMT (2018 Baseline to 2025).....	25
Figure 2.4	Unrestrained Motor Vehicle Occupant Fatalities (2018 Baseline to 2025)	25
Figure 2.5	Fatalities Involving Driver or Motorcycle Operator ≥ 0.08 BAC (2018 Baseline to 2025).....	26
Figure 2.6	Speed-Related Fatalities (2018 Baseline to 2025).....	26
Figure 2.7	Number of Motorcyclist Fatalities (2018 Baseline to 2025).....	27
Figure 2.8	Unhelmeted Motorcycle Fatalities (2018 Baseline to 2025)	27
Figure 2.9	Drivers Age 20 or Younger Involved in Fatal Crashes (2018 Baseline to 2025)	28
Figure 2.10	Pedestrian Fatalities (2018 Baseline to 2025)	28
Figure 2.11	Bicyclist Fatalities (2018 Baseline to 2025).....	29
Figure 2.12	Percent Observed Belt Use for Passenger Vehicles (Front Seat Outboard Occupants) (2018-2025).....	29

Acronym Guide

AAANE	American Automobile Association Northeast	DITEP	Drug Impairment Training for Educational Professionals
AGA	Annual Grant Application	DNTL	Drive Now Text Later
AR	Annual Report	DRE	Drug Recognition Expert
ARIDE	Advanced Roadside Impaired Driving Enforcement	DSOGPO	Drive Sober or Get Pulled Over
ATLAS	Accident Tracking & Location Analysis System	DUI	Driving Under the Influence
BAC	Blood Alcohol Concentration	DWI	Driving While Intoxicated
BHDDH	Behavioral Healthcare, Developmental Disabilities, and Hospitals	EMT	Emergency Medical Technician
BIARI	Brain Injury Association of Rhode Island	EUDL	Enforcing the Underage Drinking Laws
CARE	Combined Accident Reduction Effort	FARS	Fatality Analysis Reporting System
CCRI	Community College of Rhode Island	FAST	Fixing America's Surface Transportation Act
CDL	Commercial Driver's License	FFY	Federal Fiscal Year
CDMS	Crash Data Management System	FHWA	Federal Highway Administration
CIOT	Click It or Ticket	FMCSA	Federal Motor Carrier Safety Administration
CLPVD	Community Libraries of Providence	GDL	Graduated Driver's License
CPS	Child Passenger Safety	GHSA	Governor's Highway Safety Association
CPST	Child Passenger Safety Technician	HS 1	Highway Safety Grant application
CSEA	Center for Southeast Asians	HSIP	Highway Safety Improvement Program
CTW	Countermeasures that Work	HSM	Highway Safety Manual
DDACTS	Data-Driven Approach to Crime and Traffic Safety	HVE	High-Visibility Enforcement
		IACP	International Association of Chiefs of Police

IHSDM	Interactive Highway Design Model	RIIL	Rhode Island Interscholastic League
IJA	Infrastructure Investment and Jobs Act	RIMPA	Rhode Island Municipal Police Academy
ILSR	Institute for Labor Studies and Research	RIPCA	Rhode Island Police Chiefs Association
LEHSTC	Law Enforcement Highway Safety Training Coordinator	RIPTIDE	Rhode Island Police Teaming for Impaired Driving Enforcement
LEL	Law Enforcement Liaison	RISP	Rhode Island State Police
MADD	Mothers Against Drunk Driving	SADD	Students Against Destructive Decisions
MAP-21	Moving Ahead for Progress in the 21st Century	SAFETEA-LU	Safe, Accountable, Flexible, and Efficient Transportation Equity Act: A Legacy for Users
MOU	Memorandum of Understanding	SFST	Standardized Field Sobriety Testing
NHTSA	National Highway Traffic Safety Administration	SHSP	Strategic Highway Safety Plan
NOPUS	National Occupant Protection Use Survey	SIDNE	Simulated Impaired Driving Experience
OHS	Office on Highway Safety	TOPS	Traffic Occupant Protection Strategies
PEP	Performance Enhancement Plan	TRCC	Traffic Records Coordinating Committee
RFP	Request for Proposal	TSRFT	Traffic Safety Resource Forensic Toxicologist
RIBHDDH	Rhode Island Department of Behavioral Healthcare, Developmental Disabilities, and Hospitals	TSRP	Traffic Safety Resource Prosecutor
RIDOC	Rhode Island Department of Corrections	URI	University of Rhode Island
RIDOT	Rhode Island Department of Transportation	USDOT	United States Department of Transportation
RIDOT OHS	Rhode Island Department of Transportation Office of Safety	VMS	Variable Message Sign
RIDMV	Rhode Island Division of Motor Vehicles	VMT	Vehicle Miles Traveled

This page intentionally left blank.

1

Highway Safety in Rhode Island

This Rhode Island Highway Safety Annual Report for Federal Fiscal Year (FFY) 2025 serves as the State of Rhode Island's assessment of the Triennial Highway Safety Plan (3HSP) for FFY 2024–2026. 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. The Rhode Island Department of Transportation (RIDOT) Office on Highway Safety (OHS) developed comprehensive 3HSP to document the targets and objectives related to creating safer roadways. The plan defines existing highway safety issues, sets targets, and details projects and activities to address concerns and meet performance goals. This Annual Report reviews the yearly status and progress on implementing Rhode Island highway safety programs and projects, specifically covering activities and data from **FFY 2025 (October 1, 2024, to September 30, 2025)**.

For FFY 2025, the 3HSP 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. Based on trend data from 2019 to 2023, performance measures and targets were set for each program area. The FFY 2025 Annual Report tracks targets for the 12 Core Performance Measures required by the NHTSA, as detailed in **Table 2.1** and several state identified countermeasures geared to challenges unique to Rhode Island.

Through the implementation of safety activities and projects, Rhode Island is on pace to achieve 11 of 12 five-year average targets in Calendar Year 2025 (note impaired driving fatality totals are still preliminary). The only target not met in calendar year 2025 was bicyclist fatalities. Despite not meeting all 12 targets, 2025 trends show a significant improvement over 2024 in almost all areas.

The number of roadway fatalities has trended down, cementing a lower-than-average low of 37 fatalities, surpassing the State's 10-year low of 45 (2016) and 2024's total of 52 fatalities. The pace of fatalities in 2025 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 lessons learned during and after the pandemic.

This Annual Report:

- › Documents Rhode Island progress in meeting its highway safety targets identified in the 3HSP for each of the nine program areas; and
- › Describes projects and activities funded during FFY 2025 and how they contributed to meeting Rhode Island's identified highway safety targets.

1.1 Introduction

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

As of January 23, 2025, crashes on Rhode Island highways resulted in **37 fatalities** and **212 serious injuries** during the 2025 calendar year.

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. OHS held true to the work we have embraced over other years in which we saw healthier trends. In 2025, fatality reductions surpassed the State's 10-year low of 45, with 37 fatalities. This continues to show strong improvements over recent years and hopefully a regression to the mean, offsetting a recent spike in risk-taking behavior.

As of January 23, 2026, the fatalities observed in 2025 are down by 29 percent compared to the end of 2024. 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 2025, observed serious injuries went down significantly compared to 2024, 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. 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.

OHS coordinates and facilitates the Rhode Island SHSP. This ensures alignment of the 3HSP 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 3HSP and our **2028-2032 SHSP**.

Ongoing challenges of gathering and linking data exist. Both the SHSP and 3HSP utilize the most recent Fatality Analysis Reporting System (FARS) data and other traffic safety data collected through contracted services. An outcome of the NHTSA Traffic Records Program Assessment (TR Assessment) in Rhode Island that concluded in April 2015 led to a comprehensive listing of core system deficiencies. This list expanded as the Traffic Records Coordinating Committee (TRCC) identified more room for improvement following the TR Assessment. The projects included in this Highway Safety Plan directly address the deficiencies identified by the TR Assessment team and TRCC members. TRCC members proposed and voted on projects on their potential for eliminating system deficiencies. Since 2019, progress has been made to unify data sources and augment the quality of databases and resources.

In 2021, a NHTSA Occupant Protection Program Assessment was completed. Key recommendations from this effort included integration with the Record Management System (RMS) once it is established, expanding and building upon partnerships with other organizations, improving outreach to Spanish-speaking communities, and completing outreach and education efforts surrounding child passenger safety. Please note that in one year, from 2024 to 2025, RI has increased its seatbelt use from 90% to 93.1%. In 2011, RI claimed a 78% usage rate.

RI's OHS participated in and supported a number of traffic safety activities in FFY 2025.

Community-Based Events

- › The **National Click It or Ticket Mobilization** was conducted from May 12 – June 1, 2025. As of the first week in July, 27 agencies, including the RISP, participated in the mobilization effort and reported their activity to the OHS. Data on seatbelt use was collected across a representative sample statewide during June and was analyzed using a statistically valid methodology to calculate Rhode Island's official seatbelt use rate. 90.5 percent of Rhode Islanders used seatbelts in 2024, and this year's number was 93.1 percent!
- › **AAA Northeast** conducted a day-long summit in Warwick targeting "The Older, Wiser Driver" in May. OHS participated with mutually concerned agencies and

organizations across the state to address age-friendly mobility as well as the specific issues encountered by older drivers and their friends and families.

- › RIDOT sponsored **“Traffic Safety Night” at the Newport Gulls**, of the New England Collegiate Baseball League, at Cardines Field in Newport on July 10. OHS partnered with MADD-RI for a successful event, continuing to promote the drive sober message, with attendance at near capacity.
- › OHS attended an event sponsored by one of its partners, **MADD-RI**, to announce **“Saturation Saturday,”** during Labor Day Weekend, where extra OHS-funded patrols were on the road to detect and arrest impaired drivers.
- › OHS Administrator Gabrielle Abbate spoke at **AAA Northeast’s “School’s Back in Session”** press conference to remind motorists that extra caution is required when driving near school busses to ensure student safety.
- › **AAA Northeast** hosted an awards ceremony to recognize Rhode Island Highway Safety Champions. Director Alviti was the keynote speaker at the event.
- › **MADD** organized a holiday press event with the theme of “Celebrate and Designate,” highlighting the need to drive sober or use a designated driver or ride-share service to travel during the season from celebrations if impairing substances are consumed. Once again, joint efforts including law enforcement and community groups were reinforced as the Riptide wave that will keep people safe and alive.

OHS Activities & Initiatives

- › The Office on Highway Safety (OHS) created new, more streamlined grant applications Law Enforcement (LE) Agencies, Community Based Organizations (CBOs), and State Departments. For the first time, the applications are available on RIDOT’s website. OHS held two trainings, one for LE and a second for CBOs and State Agencies to support our efforts and help all communities. This is a reciprocal, symbiotic process that enables our grantees to help to reach our overall goals to reduce fatal, serious injury and property damage only crashes in Rhode Island with the ultimate goal of Zero Fatalities.
- › OHS continues to work with the Rhode Island Police Chiefs Association (RIPCA) on a new Distracted Driving strategic communications campaign. Focus groups were conducted with key target audiences to ensure the campaign message will achieve maximum reach and efficiency.
- › Through our partnership with the Rhode Island Municipal Police Academy (RIMPA), master trainers instructed LE officers in Standardized Field Sobriety Training (SFST) and Advanced Roadside Impaired Driving Enforcement (ARIDE). These training courses enable officers to implement enforcement procedures that assist in the prosecution and conviction of impaired drivers. ARIDE is a bridge between SFST and the more intensive Drug Recognition Expert program, which is becoming a more critical part of our LE program as drug-impaired driving and especially polysubstance use cases continue to rise.
- › OHS, in conjunction with RIDOT’s Office of Communications, marked National Work Zone Awareness Week (April 21-25) with a press conference at RIDOT

Headquarters on April 22nd. RIDOT leadership was joined by officials from RISP, FHWA, RIPCA, AAA, the Laborers' International Union of North America (LIUNA) and the Rhode Island Building and Construction Trades Council -- all to remind motorists to slow down and drive carefully to protect persons who are in work zones. Billboards with an emotional appeal by the loved ones of those in work zones, beseeching their protection, appeared on highly travelled roadways to reinforce this message.

- › OHS facilitated a half-day training for police departments on how to more effectively use their trailer-mounted portable Vehicle Message Signs to transmit safety messages to motorists in their jurisdictions as part of an overall enforcement and traffic safety program focusing on all key OHS emphasis areas.
- › As part of the Annual Grant Planning Cycle, OHS program coordinators worked diligently with FFY 2025 Subgrantees throughout the Fourth Quarter of FFY 2024 to ensure all necessary conditions were met and paperwork completed and filed in accordance with federal regulations so that FFY 2025 grants were ready to be issued by the start of the new FFY, October 1st. OHS also assisted FFY 2025 grantees in preparing for the steps required to complete their Year-End Reports.

Key Accomplishments

- › OHS's intention is to reduce fatal, serious injury and property damage only crashes in Rhode Island with the goal of Zero Fatalities. From March through May of 2025, no roadway fatalities were recorded in the state! That was over 90 days we were fatality free!

1.2 Strategic Partners

During the FFY 2025 planning cycle, OHS reached out to safety stakeholders to gather input on safety problems and effective countermeasures being implemented by other agencies. Opportunities to enhance partnerships and collaboration were also identified. The list of stakeholders working in partnership with the OHS is provided below.

- › American Automobile Association, Southern New England (AAA)
- › Bike Newport
- › Community College of Rhode Island (CCRI)
- › 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
- › RIPCA
- › 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
- › FHWA
- › Federal Motor Carrier Safety Administration (FMCSA)
- › Rhode Island Judiciary
- › Motorcycle retail and repair representatives
- › NHTSA
- › 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)

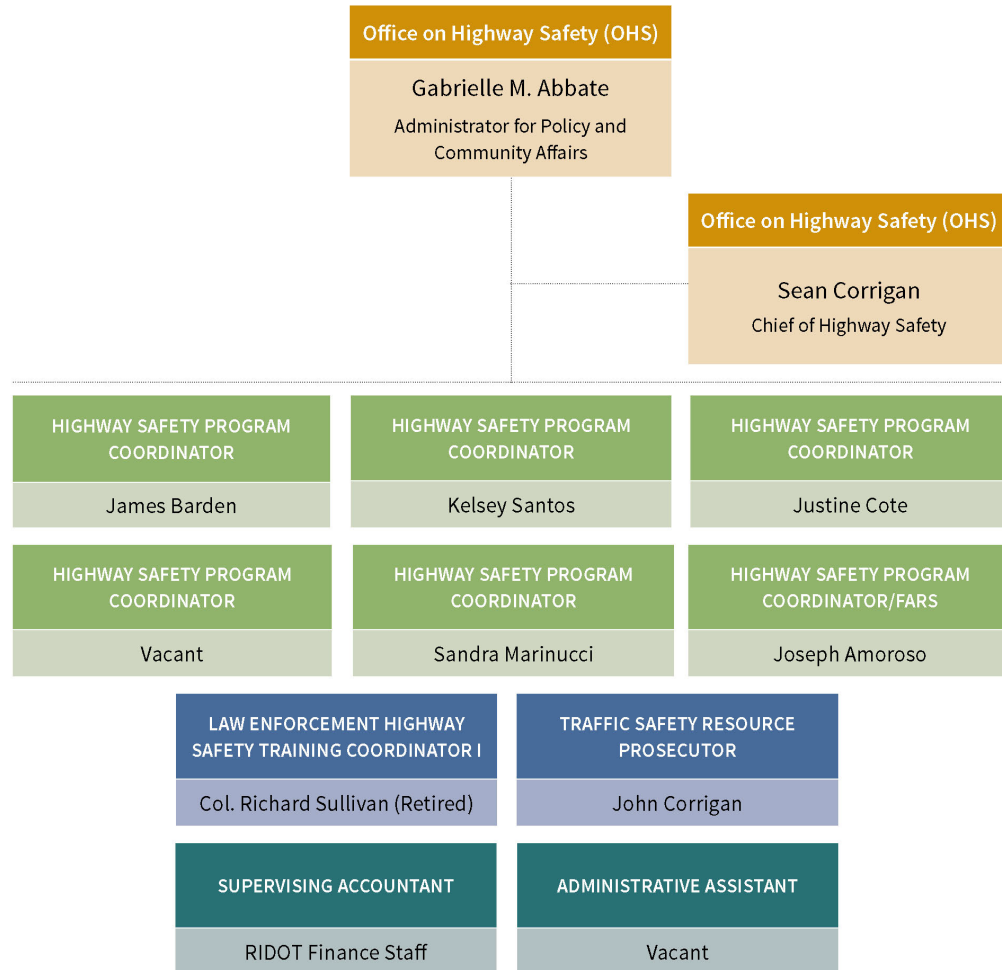
1.3 Organization and Staffing

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 USDOT Transportation Safety Institute (TSI) training at least every five years to keep up to date with the latest changes in program policies and federal legislation.

During FFY 2025, financial duties continue to be carried out by the broader RIDOT Finance Department. The OHS Administrative Assistant position remains vacant.

Figure 1.1 2025 RIDOT OHS Organizational Chart



1.4 Problem Identification

Nine program areas were the focus of the OHS FFY 2025 HSP AGA. The activities and projects identified to address these areas, and the results of those activities 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.
- › In 2025, the Rhode Island General Assembly amended its “Hands Free Law” to prohibit distracted driving while operating a vehicle by banning use of handheld devices for any purposes, expanding it from prohibiting just texting and driving.

This page intentionally left blank.

2

Performance Data

The OHS established a set of targets for 2025, 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 23, 2026, crashes on Rhode Island highways resulted in 37 fatalities and 212 serious injuries. The number of roadway fatalities has trended down, surpassing the State's 10-year low of 51 (2016) and 2024's total of 52 fatalities. The pace of fatality reduction in 2024 has continued in 2025, showing strong improvements over recent years and hopefully a regression to the mean, offsetting a recent spike in risk-taking behaviors.

As of January 23, 2026, observed fatalities in 2025 are down by 29%, 15 fatalities, compared to the end of year 2024. Vehicle miles traveled are projected to be on-track with travel in 2024, when total fatalities were 52 for the year. Historically, serious injuries have been trending down year-by-year, in 2025, observed serious injuries went down significantly compared to 2024, 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 spike in 2023, the average number of fatalities does not reflect the low pace of fatalities in 2025, however, that average continues to trend down as well. 2025 fatalities were 48% lower than 2023.

Table 2.1 summarizes performance measure trends over the last 10 years. At this time, 2024 and 2025 fatalities are considered preliminary as NHTSA reviews are ongoing. A review of performance aligned to adopted targets for 2024 and 2025 follows in **Table 2.2**.

Figure 2.1 to **Figure 2.2** 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 2025 year includes a dot to indicate the five-year average target described in the 2025 Highway Safety Plan. The left column in 2025 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		2016	2017	2018	2019	2020	2021	2022	2023	2024 ^a	Actual 2025 ^a
C-1	Traffic Fatalities (Actual)	51	84	59	57	67	63	52	71	52	37
	Five-Year Moving Average	55	59	58	59	64	66	60	62	61	55
C-2	Serious Injuries (Actual)	407	322	313	308	272	314	274	243	246	212
	Five-Year Moving Average	412	392	381	355	324	306	293	279	270	258
C-3	Traffic Fatalities per 100 million VMT	0.64	1.05	0.74	0.75	0.98	0.84	0.69	0.94	0.66	0.47
	Five-Year Moving Average	0.71	0.75	0.74	0.75	0.83	0.87	0.79	0.84	0.82	0.72
C-4	Unrestrained Occupant Fatalities	15	24	13	18	17	18	19	20	15	4
	Five-Year Moving Average	16	17	16	17	17	18	17	18	18	15
C-5	Number of Fatalities Involving Driver or Motorcycle Operator with ≥ 0.08 BAC ^b	19	35	22	24	28	24	22	24	11	12
	Five-Year Moving Average	21	23	22	24	26	27	24	24	22	19
C-6	Speed-Related Fatalities	23	41	30	36	34	20	25	32	18	13
	Five-Year Moving Average	21	23	25	30	33	32	29	29	26	22
C-7	Motorcyclist Fatalities	4	11	18	13	13	13	10	16	8	10
	Five-Year Moving Average	8	9	10	11	12	14	13	13	12	11
C-8	Unhelmeted Motorcyclist Fatalities	4	5	10	3	6	8	8	11	5	4
	Five-Year Moving Average	5	5	6	5	6	6	7	7	8	7
C-9	Drivers Age 20 or Younger Involved in Fatal Crashes	9	13	6	3	8	8	4	8	3	4
	Five-Year Moving Average	6	8	8	7	8	8	6	6	6	5

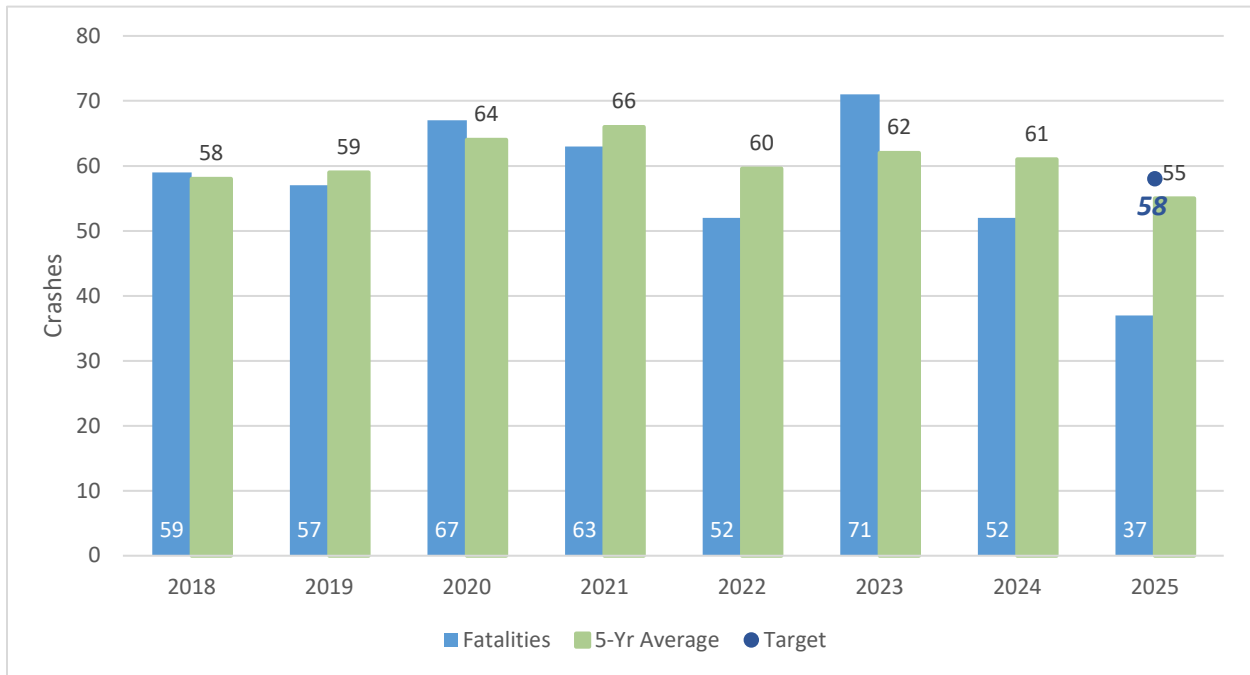
Performance Measures		2016	2017	2018	2019	2020	2021	2022	2023	2024 ^a	Actual 2025 ^a
C-10	Pedestrian Fatalities	14	21	7	8	17	7	7	11	13	7
	Five-Year Moving Average	11	14	13	12	13	12	9	10	11	9
C-11	Bicyclist Fatalities	2	2	1	0	2	2	0	2	5	2
	Five-Year Moving Average	1	1	1	1	1	1	1	1	2	2
B-1	Percent Observed Belt Use for Passenger Vehicles – Front Seat Outboard Occupants	88%	88%	89%	89%	89%	89%	87%	89%	91%	93%
A-1	Number of Speeding Citations Issued During Grant-Funded Enforcement Activities	8,092	10,798	9,836	9,732	7,146	11,621	11,291	11,776	10,758	12,935
A-2	Number of seat belt Citations Issued During Grant-Funded Enforcement Activities	5,562	5,272	4,444	5,335	2,408	3,976	4,387	3,670	3,275	6,262
A-3	Number of Impaired Driving Arrests Made during Grant-Funded Enforcement Activities	363	306	257	272	484	666	600	589	547	625

Source: 2016-2023 FARS data (January 23, 2026); 2024-2025 RIDOT data (January 23, 2026); Belt Use – 2016 to 2025 Rhode Island Observed Restraint Use Surveys.

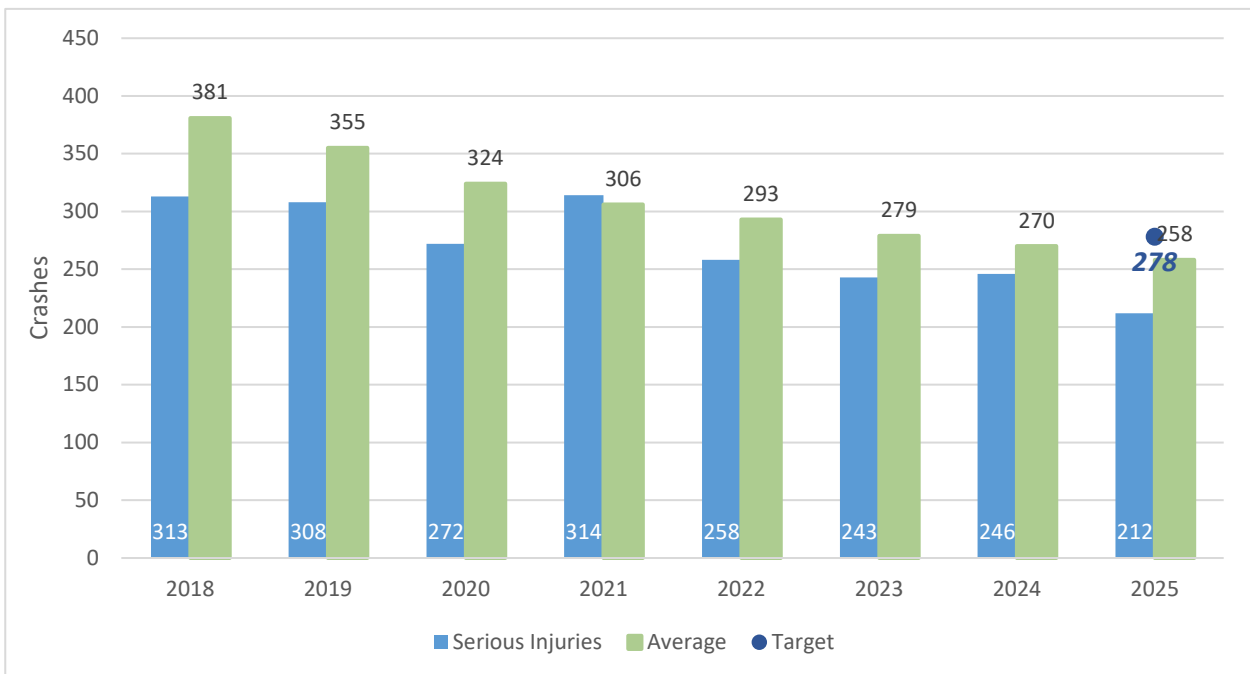
a Fatality statistic based on 2025 preliminary total as of January 23, 2026. Fatality statistics for 2024 remain preliminary. Serious Injury statistics based on 2025 preliminary total as of January 23, 2026. Citation statistics based on FFY 2025 preliminary totals.

b NHTSA imputed.

n/a Indicates insufficient data available at this time.

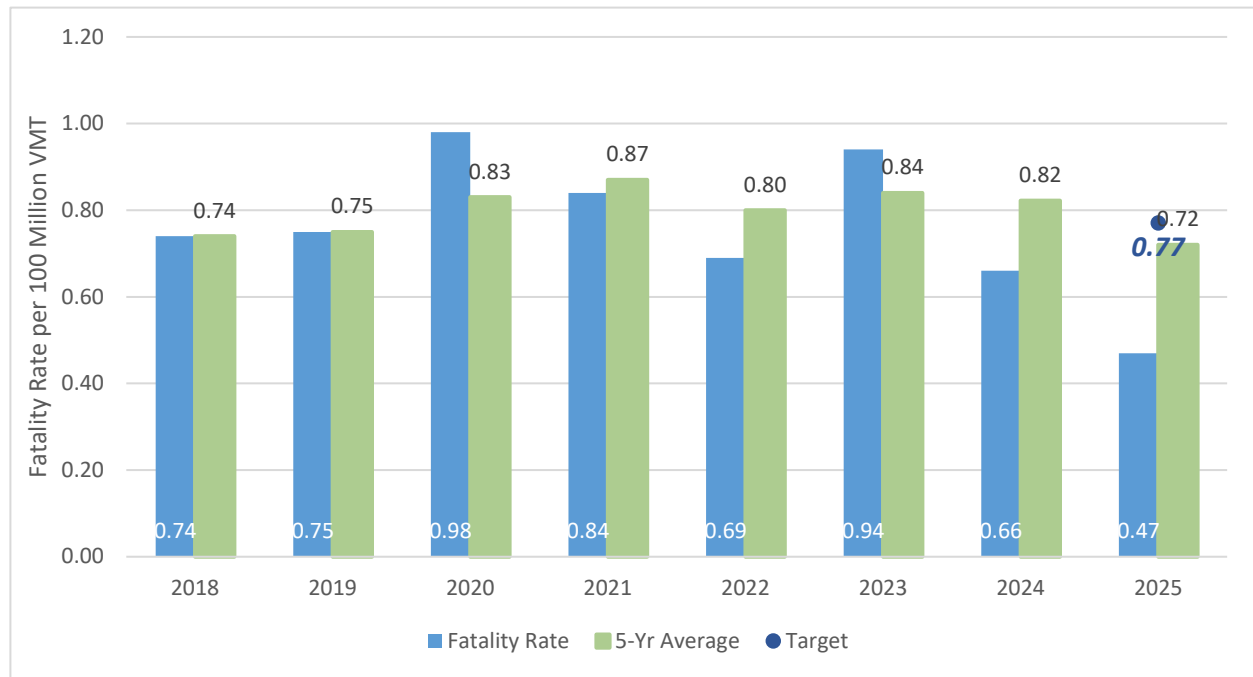
Figure 2.1 Fatalities (2018 Baseline to 2025)

Source: RIDOT/OHS, 2024-2025 and FARS, 2018-2022 and 2023 numbers as of January 23, 2026.

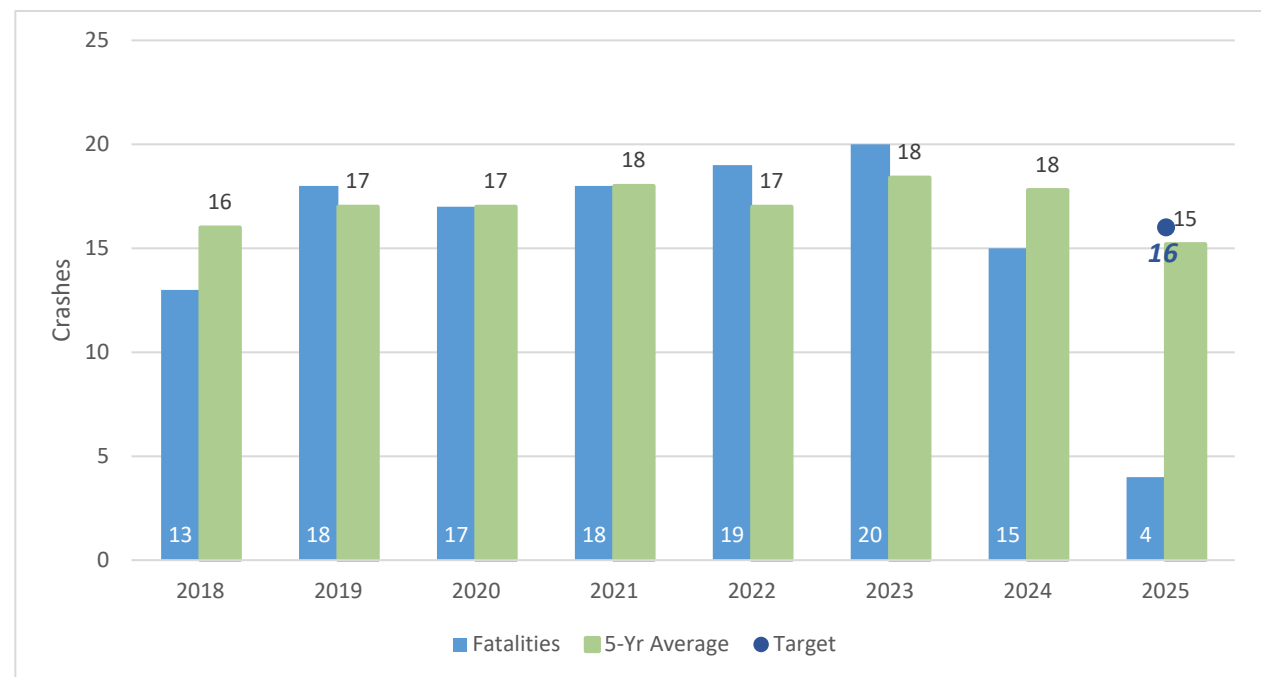
Figure 2.2 Serious Injuries (2018 Baseline to 2025)

Source: RIDOT/OHS, 2025.

2025 Serious injury data is preliminary as of January 23, 2026.

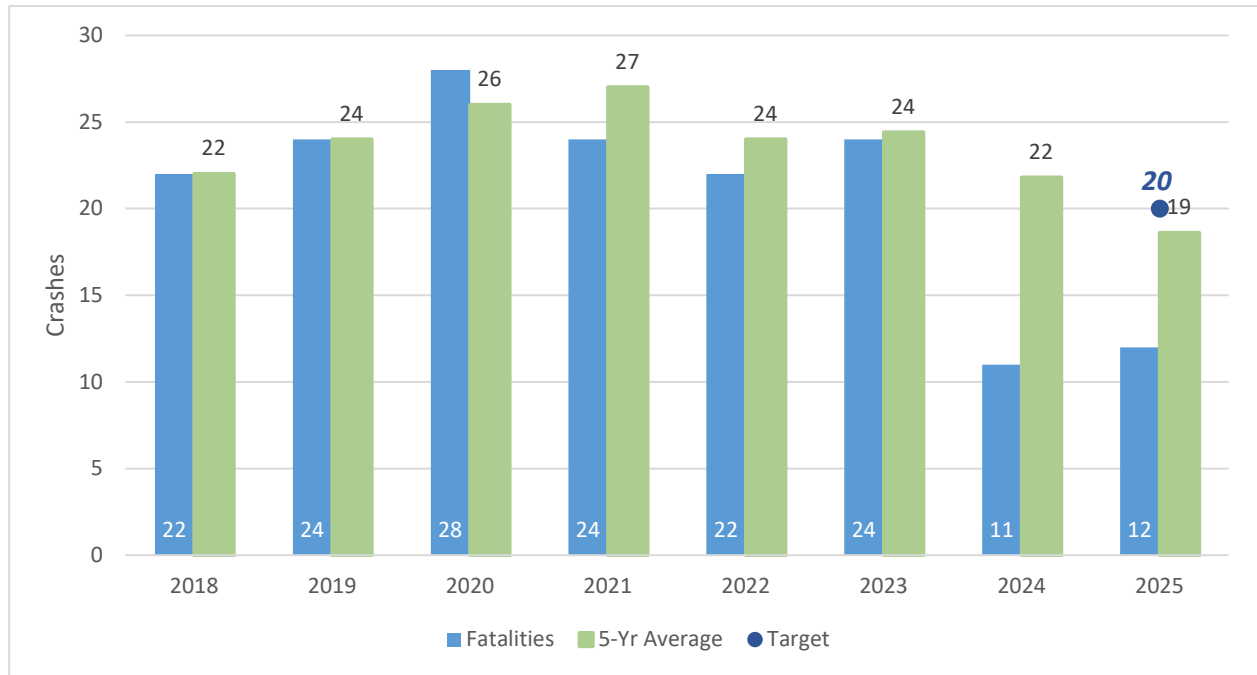
Figure 2.3 Fatality Rate per 100 Million VMT (2018 Baseline to 2025)

Source: RIDOT/OHS, 2024-2025 and FARS, 2018-2022 and 2023 numbers as of January 23, 2026.

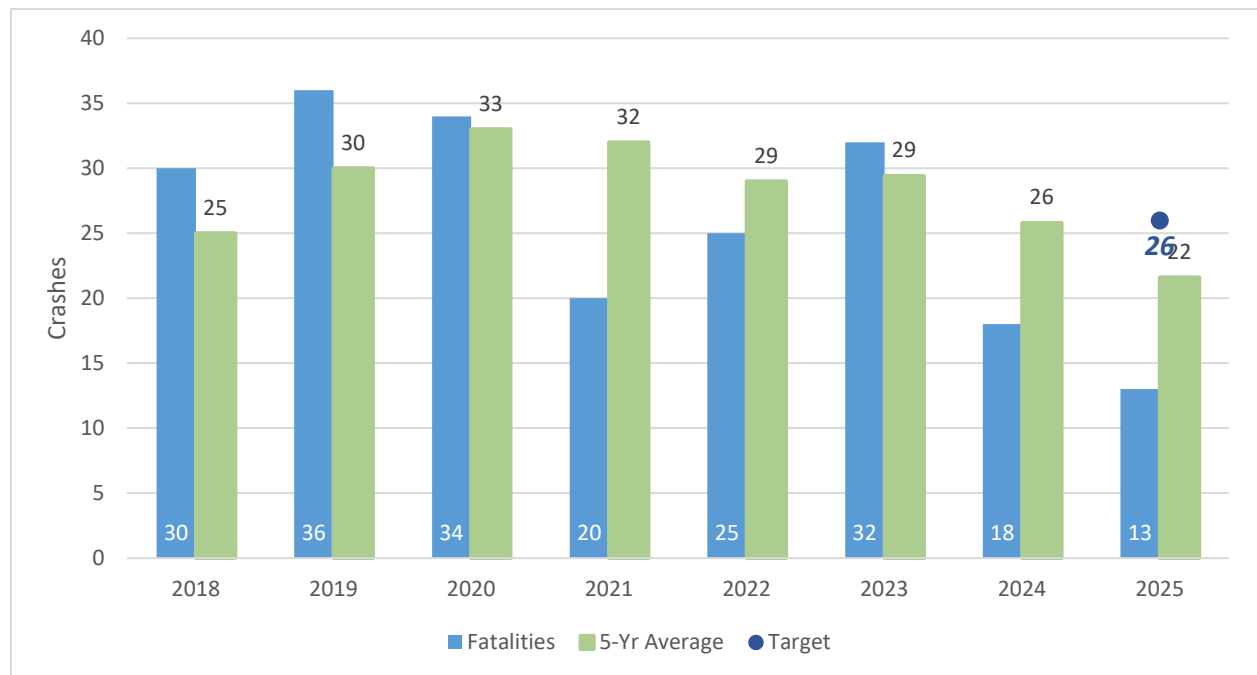
Figure 2.4 Unrestrained Motor Vehicle Occupant Fatalities (2018 Baseline to 2025)

Source: RIDOT/OHS, 2024-2025 and FARS, 2018-2022 and 2023 numbers as of January 23, 2026.

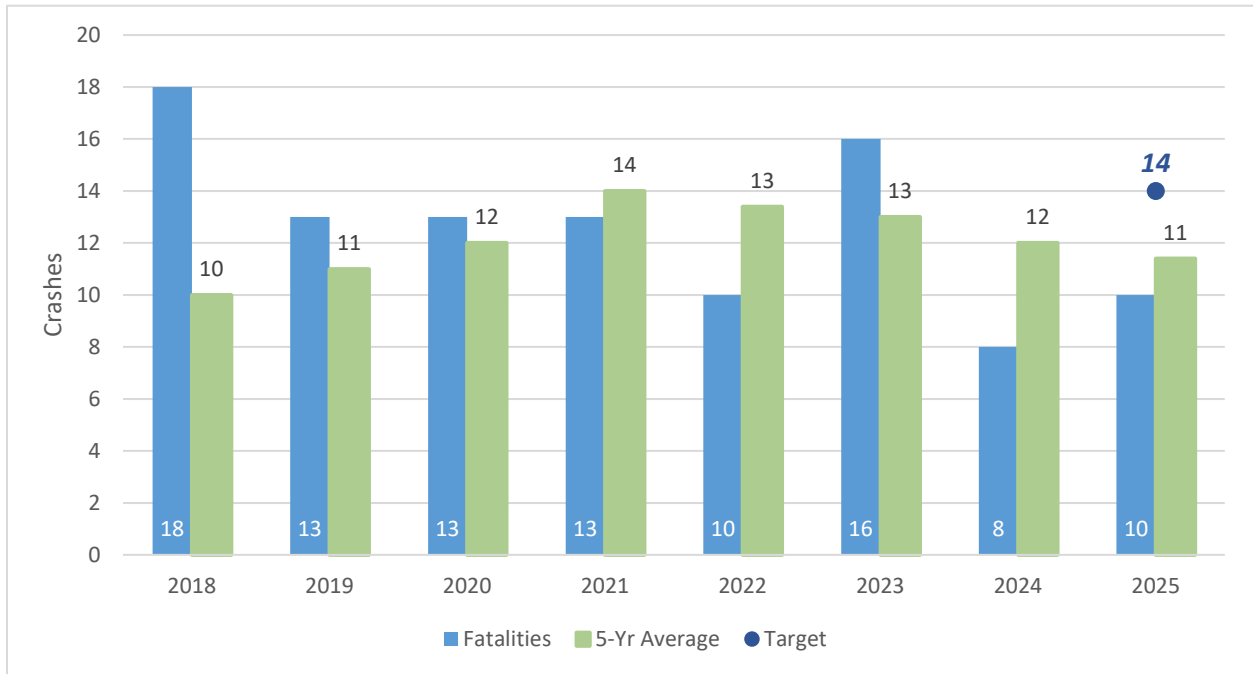
Note: Restraint usage restated to reflect all motor vehicle occupants except buses.

Figure 2.5 Fatalities Involving Driver or Motorcycle Operator ≥ 0.08 BAC (2018 Baseline to 2025)

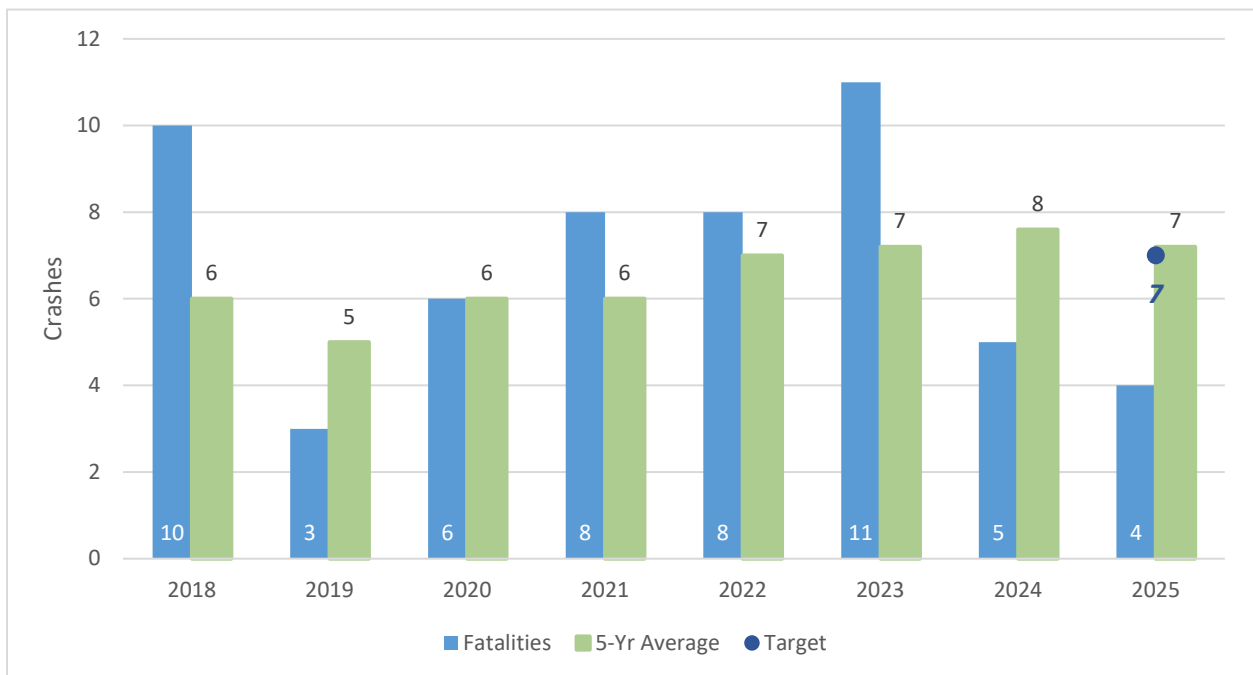
Source: RIDOT/OHS, 2024-2025 and FARS, 2018-2022 and 2023 numbers as of January 23, 2026.
2024 and 2025 data not currently available for alcohol impaired fatalities.

Figure 2.6 Speed-Related Fatalities (2018 Baseline to 2025)

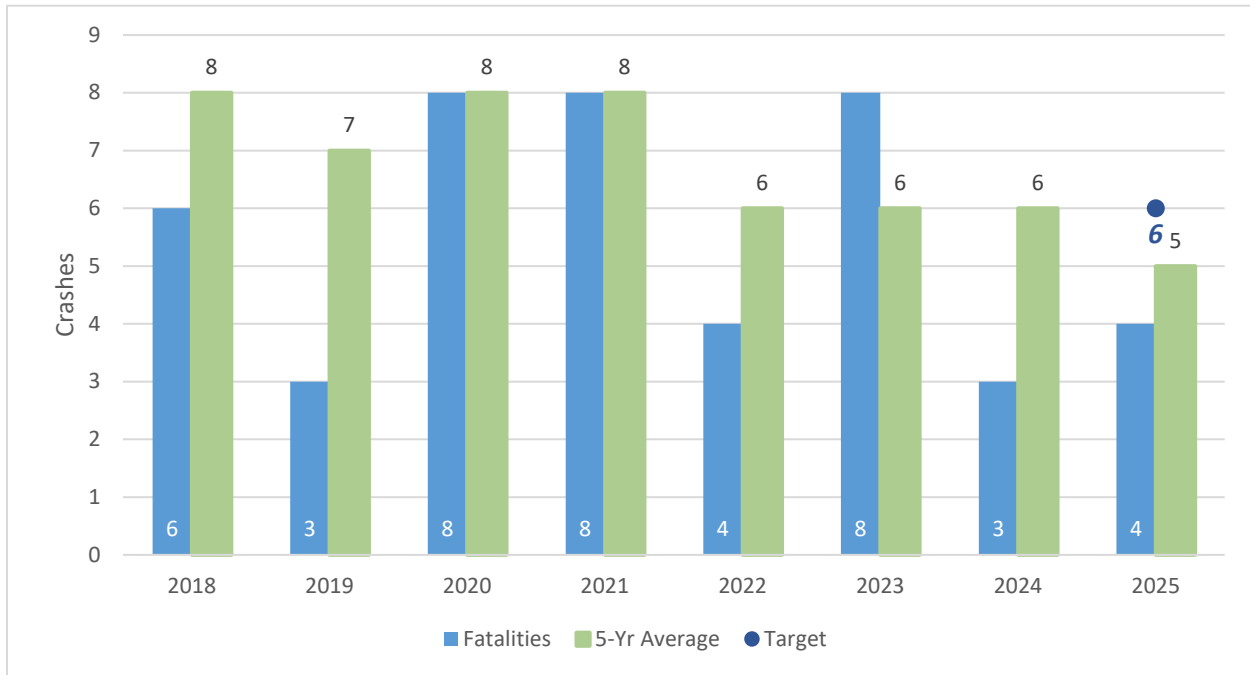
Source: RIDOT/OHS, 2024-2025 and FARS, 2018-2022 and 2023 numbers as of January 23, 2026.

Figure 2.7 Number of Motorcyclist Fatalities (2018 Baseline to 2025)

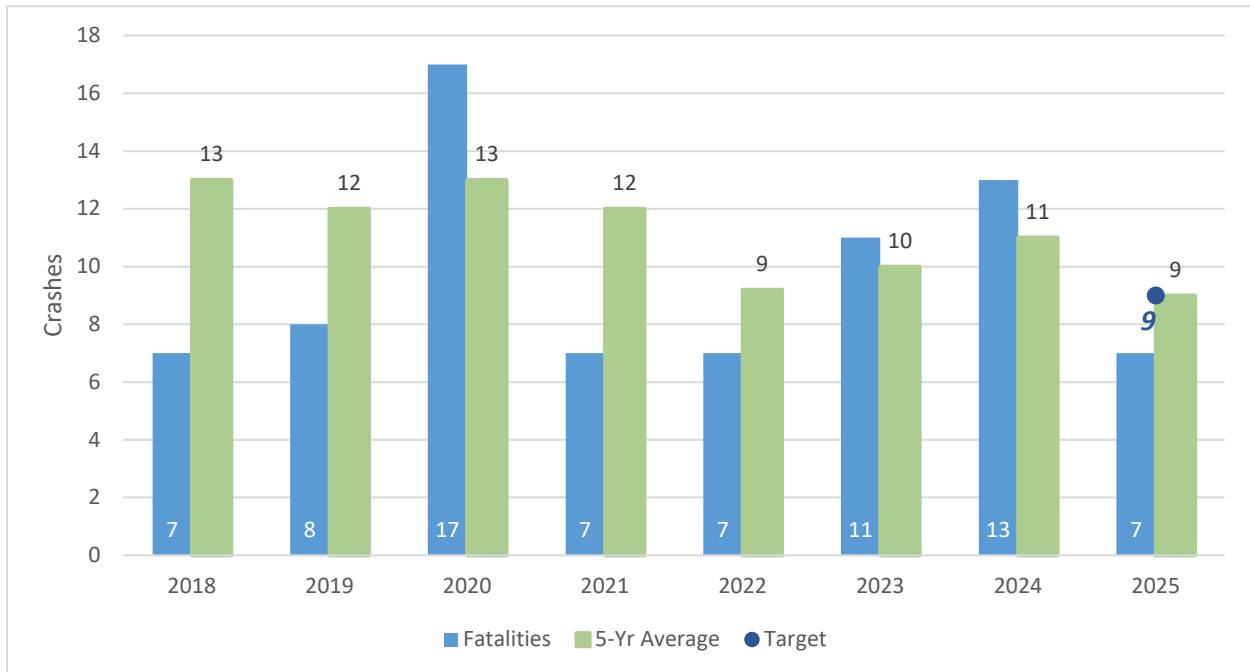
Source: RIDOT/OHS, 2024-2025 and FARS, 2018-2022 and 2023 numbers as of January 23, 2026.

Figure 2.8 Unhelmeted Motorcycle Fatalities (2018 Baseline to 2025)

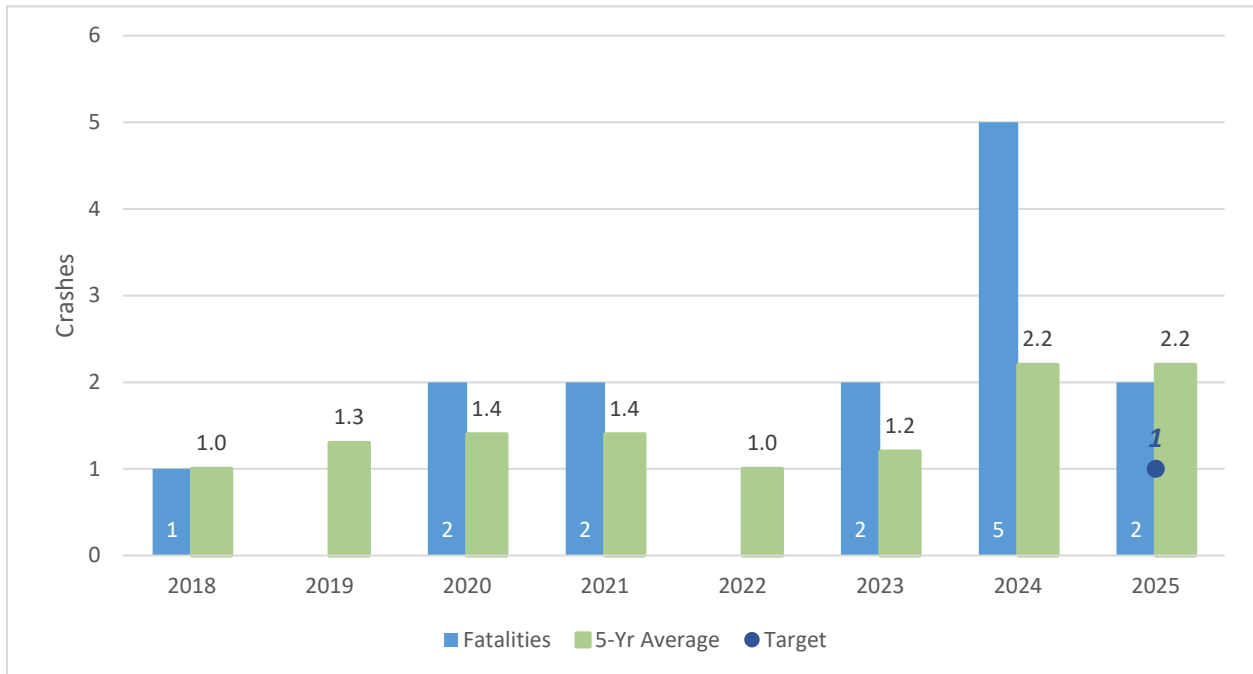
Source: RIDOT/OHS, 2024-2025 and FARS, 2018-2022 and 2023 numbers as of January 23, 2026.

Figure 2.9 Drivers Age 20 or Younger Involved in Fatal Crashes (2018 Baseline to 2025)

Source: RIDOT/OHS, 2024-2025 and FARS, 2018-2022 and 2023 numbers as of January 23, 2026.

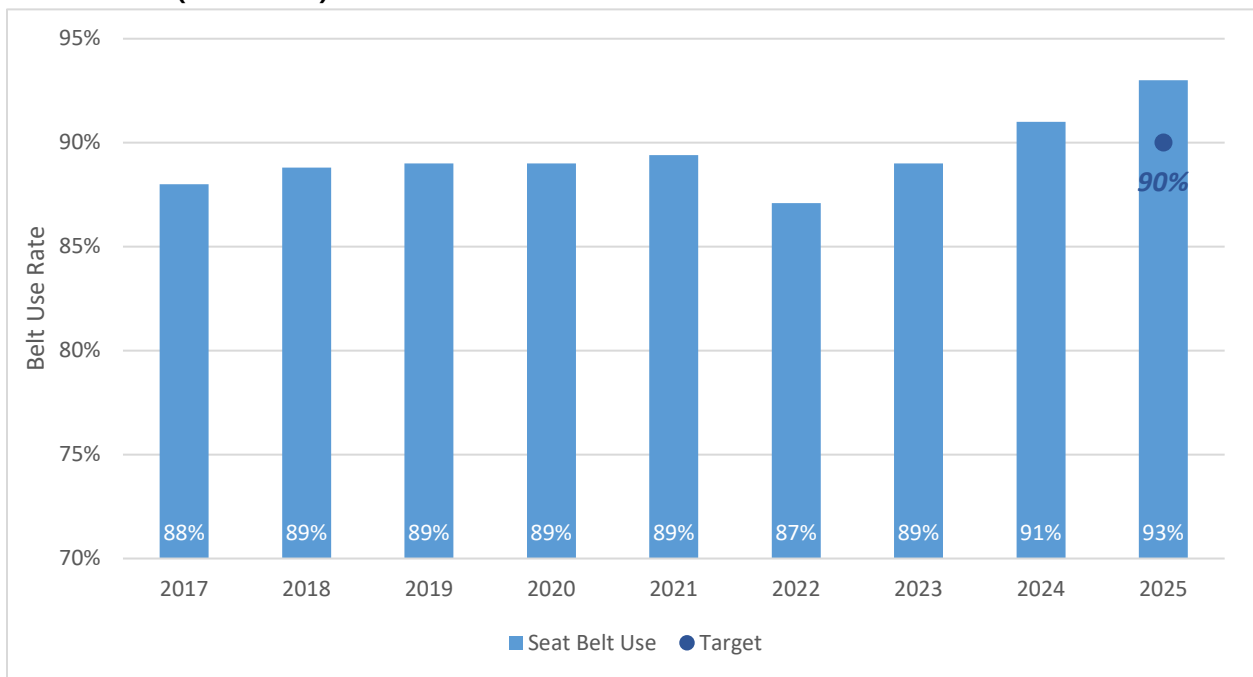
Figure 2.10 Pedestrian Fatalities (2018 Baseline to 2025)

Source: RIDOT/OHS, 2024-2025 and FARS, 2018-2022 and 2023 numbers as of January 23, 2026.

Figure 2.11 Bicyclist Fatalities (2018 Baseline to 2025)

Source: RIDOT/OHS, 2024-2025 and FARS, 2018-2022 and 2023 numbers as of January 23, 2026.

Missing bars indicate that no fatal crashes occurred.

Figure 2.12 Percent Observed Belt Use for Passenger Vehicles (Front Seat Outboard Occupants) (2018-2025)

Source: RIDOT/OHS, 2025 Seat Belt Use in Rhode Island Report.

2.2 Target Summary

Through the FFY 2025 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 2025, 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 FFY 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.

› Occupant Protection and Seat Belt Use

- In 2025 Rhode Island recorded a belt use rate of 93.0%, above the target of 89%.
- State Target: Perception of being ticketed continues to be a challenge. In 2025, Rhode Island recorded the perception of being ticketed for failure to wear seat belts of “always” and “nearly always” of 34%.
- State Target: Increase awareness of “Click It or Ticket” Slogan. In 2025, the Rhode Island recorded awareness of the “Click It or Ticket” slogan was 80.1%, falling short of the 95% target.

Narrative and Adjustment

In 2026, OHS will implement several improvements to increase enforcement activities around seatbelt use. OHS will meet with Law Enforcement Agencies to specifically encourage them to complete more enforcement patrols and will review monthly performance reports to ensure enforcement patrols are occurring.

OHS will use the Traffic Safety Coalition to encourage increased visibility of the “Click It or Ticket” campaign to promote additional awareness. OHS will encourage all Traffic Safety Partners to promote the campaign and will participate in national and local campaigns in March, May/June, November, and September. OHS will work with partners to develop a media campaign to promote the slogan across the state during these enforcement campaigns.

› Unrestrained Fatalities Counterstrategies

- In 2025 we will continue to support municipality law enforcement 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 2025 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 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 2025 – specifically related to unhelmeted fatalities. Approximately 20% of the 5-year average fatalities were motorcyclists and approximately 64% of those were not wearing a helmet.
- To date there have been 10 fatal crashes involved motorcyclists in 2025 – a slight increase from 2024 (8 fatal motorcycle crashes) but still below the 5-year moving average of 11. 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 FFY 2026 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 2025 which will continue to be circulated and distributed in 2026. Partners such as RISP will help distribute this message to increase reach and expand audiences.
- For the FFY 2026 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. Quarterly motorcycle safety advisory committee meetings will continue.

› **Pedestrian Fatalities Counterstrategies**

- In 2026 and going forward we will provide more trainings for Law Enforcement to become qualified to conduct Pedestrian and Bicycle enforcement operations
- In 2026 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 2026 and going forward, we will continue to support pedestrian and bicycle safety focused community programs through partnership and grant funds.
- In 2026 we will attempt to expand our in-school Rhode to Bicycle Safety program to even more schools and communities across the state

› **Distracted Driving**

- State Target: Percent who Never Talk on a Handheld Device while Driving. The number of survey respondents who reported they never use a handheld device while driving was 48.4% in 2025, below the State's target of 80%.

Narrative and Adjustment:

For FFY2026, OHS will work directly with law enforcement agencies to fund patrols targeting enforcement of the State's handheld devices laws, requiring mandatory participation in at least one enforcement period during April (National Distracted Driving Awareness Month). OHS also will require officers to attend a training developed by RI's LEL to offer consistent and complimentary patrols. Law enforcement partners have committed to increase outreach and patrols, and to reviewing crash data to monitor progress of these efforts and assess whether adjustments are needed. OHS will also support a "Not Now" media campaign to raise awareness about the dangers of distracted driving.

› **Traffic Records**

- State Target: Number of systems that access State EMS data. The process of improving links between data sources, increasing the number of systems that access State EMS data, and streamlining efforts has been making ongoing progress. This was always anticipated to be a multi-year effort. Additionally, as new data sources continue to develop at state and municipal agencies around the state it is anticipated that the effort of linking data and increasing the number of systems that access State EMS data.

Narrative and Adjustment:

For the FFY2026 HSP, OHS will continue to work with agencies to encourage more to access State EMS data. Efforts will be guided by the 2026 TRCC Strategic Plan. OHS will also work closely with RISP to continue to support the State RMS/CAD system.

Table 2.2 FFY 2024 – FFY 2025 Target Summary

Performance Measure	Assessment of Results in Achieving Performance Targets for FFY 2025 and FFY 2024								
	FY 2025					FFY 2024			
	Target Period	Target Year(s)	Target Value FFY 2025 HSP	Data Source/ Progress Results*	FFY 2025 Target On-Track: Y/N*	Target Value FFY 2024 HSP	Target Year(s)	Data Source/ FFY 2024 Final Result	Met FFY 2024 Target Y/N
C-1) Total Traffic Fatalities	5 year	2021-2025	58	FARS 55	Y	59	2020-2024	FARS 61	N
C-2) Serious Injuries in Traffic Crashes	5 year	2021-2025	278	STATE 258	Y	280	2020-2024	STATE 267	Y
C-3) Fatalities/VMT	5 year	2021-2025	0.77	FARS 0.72	Y	0.78	2020-2024	FARS 0.82	N
For each of the Performance Measures C-4 through C-11, the State should indicate the Target Period which they used in the FFY 2025 HSP.									
C-4) Unrestrained Passenger Vehicle Occupant Fatalities, All Seat Positions	5 year	2021-2025	16	FARS 15	Y	16	2020-2024	FARS 18	N
C-5) Alcohol-Impaired Driving Fatalities	5 year	2021-2025	26	FARS 19	Y	20	2020-2024	FARS 22	N
C-6) Speeding-Related Fatalities	5 year	2021-2025	26	FARS 22	Y	26	2020-2024	FARS 26	Y
C-7) Motorcyclist Fatalities (FARS)	5 year	2021-2025	14	FARS 11	Y	14	2020-2024	FARS 12	Y
C-8) Unhelmeted Motorcyclist Fatalities	5 year	2021-2025	7	FARS 7	Y	7	2020-2024	FARS 8	N
C-9) Drivers Age 20 or Younger Involved in Fatal Crashes	5 year	2021-2025	6	FARS 5	Y	6	2020-2024	FARS 6	Y
C-10) Pedestrian Fatalities	5 year	2021-2025	9	FARS 9	Y	9	2020-2024	FARS 11	N
C-11) Bicyclist Fatalities	5 year	2021-2025	1	FARS 2	N	1	2020-2024	FARS 2	N

Performance Measure	Assessment of Results in Achieving Performance Targets for FFY 2025 and FFY 2024								
	FY 2025					FFY 2024			
	Target Period	Target Year(s)	Target Value FFY 2025 HSP	Data Source/ Progress Results*	FFY 2025 Target On-Track: Y/N*	Target Value FFY 2024 HSP	Target Year(s)	Data Source/ FFY 2024 Final Result	Met FFY 2024 Target Y/N
B-1) Observed Seat Belt Use for Passenger Vehicles, Front Seat Outboard Occupants (State Survey)	Annual	2025	89%	State Survey 93.0%	Y	88%	2024	State Survey 90.5%	Y
Performance Measures below were identified by the State based on historic fatality trends.									
Occupant Protection: Observed Seat Belt Use among Pickup Truck Drivers	Annual	2025	82%	State Survey 86.1%	Y	80%	2024	State Survey 81%	Y
Occupant Protection: Perception of being ticketed	Annual	2025	50%	State Survey 34%	N	47%	2024	State Survey 44%	N
Occupant Protection: Increase Awareness of "Click It or Ticket" slogan	Annual	2025	95%	State Survey 80.1%	N	92%	2024	State Survey 88%	N
Traffic Records: Number of systems that access State EMS data	Annual	2025	9	8 TRSP	N	9	2024	8 TRSP	N
Impaired Driving: Increase Perception of Being Arrested after Drinking and Driving	Annual	2025	65%	State Survey 53%	Y	60%	2024	State Survey 60%	Y
Impaired Driving: Increase Recognition of DSoGPO	Annual	2025	70%	State Survey 59%	Y	65%	2024	State Survey 69%	Y
Distracted Driving: Percent who Never Talk on a Handheld Device while Driving	Annual	2025	80%	State Survey 48.4%	N	75%	2024	State Survey 55%	N

Performance Measure	Assessment of Results in Achieving Performance Targets for FFY 2025 and FFY 2024								
	FY 2025					FFY 2024			
	Target Period	Target Year(s)	Target Value FFY 2025 HSP	Data Source/ Progress Results*	FFY 2025 Target On-Track: Y/N*	Target Value FFY 2024 HSP	Target Year(s)	Data Source/ FFY 2024 Final Result	Met FFY 2024 Target Y/N
Pedestrians/Bicycles: Pedestrian Fatalities Testing Positive for Blood Alcohol	Annual	2025	1	State N/D	-	1	2024	State N/D	-

* Current year target tracking based on data up to January 23, 2026 for fatalities and serious injuries.
 2024 and 2025 data are preliminary.
 N/D Data not currently available.

This page intentionally left blank.

3

Updates to the Triennial HSP

The Infrastructure Investment and Jobs Act (IIJA) 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 FFY 2025 efforts and offers a glimpse of ongoing PP&E and some early results witnessed.

3.1 Public Participation & Engagement

Engagement Planning

On 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 FFY 2025 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

Throughout the past fiscal year, our state successfully implemented key community engagement and public education strategies that contributed to significant improvements in highway safety behaviors. Our comprehensive efforts, including targeted media campaigns and collaboration with community partners like the Rhode Island Traffic Safety Coalition (TSC), resulted in a notable increase in seatbelt usage. We achieved a **3.1 percentage point gain in observed seatbelt use**, raising the statewide usage rate from 90% to 93.1% in one year. This success highlights the effectiveness of our community engagement strategy, which has fostered stronger relationships with our partners and the public.

Before FFY 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. For FFY 2025, we are pleased to report a significant **increase in community member participation in our monthly Traffic Safety Coalition meetings**, with an average of **65 participants at each meeting**. This robust and consistent engagement reflects increased public trust and a strong community commitment to reducing fatalities and serious injuries on Rhode Island roads.

Importantly, this participation includes a representative from every program and law enforcement agency that is an awardee of NHTSA funds and whose program is listed in our Annual Grant Application (AGA), ensuring comprehensive input from all stakeholders. 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.

3.2 Engagement Strategies

Prior to the documented engagement requirements of the IIJA, 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 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 in a senior driver/pedestrian safety program with AAA and will support a new senior impaired driving program with the Andreozi Foundation. It is also the reason 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.

The OHS 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.

Recently 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 have made strong efforts since FFY 2025 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 have increased our programmatic safety ability through an enhanced partnership with the RI Police Chiefs' Association (RIPCA), AAA, MADD, Youth Driven, the Tori Lynn Andreozzi Foundation, Young Voices, and the Motorcycle Alliance. We also continue to support our strong bicycling advocates in the Woonasquatucket River Watershed Council (WRWC), Bike Newport, and the RI Bike Coalition. Each partnership helps us strengthen our promised deliverables 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 that support the Safe System Approach.

3.4 Outcomes and Ongoing Engagement

Throughout the past fiscal year, our state has successfully implemented the community engagement strategies outlined in our Triennial Highway Safety Plan (HSP) to address key safety priorities, specifically motorcycle safety and senior driver safety. These efforts were designed to be meaningful, data-driven, and equitable, ensuring broad community involvement and incorporating public feedback into our highway safety programming.

1. Motorcycle (MC) Safety Awareness Media Campaign

A comprehensive media campaign was executed to highlight motorcycle safety and the importance of motorists sharing the road. The campaign targeted both motorcyclists (promoting proper gear use and training) and other drivers (promoting awareness and "looking for motorcyclists").

Activities Conducted: The campaign utilized a mix of paid media, social media outreach, and collaboration with media partners to disseminate key safety messages.

Target Audience: The campaign targeted all drivers, with an emphasis on those in areas identified by crash data as having high rates of motorcycle-involved incidents. The Motorcycle Alliance of [State Name] was a key partner in this outreach.

Outcomes and Metrics:

- › Reach: The campaign generated noteworthy impressions across various platforms (radio, TV, social media, etc.).
- › Engagement: Social media posts received numerous and supportive likes/shares/comments, and the campaign website received multiple visits.
- › Behavioral Data: Preliminary data suggests an increase in public awareness (e.g., from public surveys) and a potential decrease in unhelmeted motorcyclist fatalities, aligning with our performance targets.
- › Integration with HSP: Feedback from this campaign has reinforced the need for continued enforcement of distracted driving and the development of further educational materials, which will be integrated into the next annual grant application (AGA).

2. Senior Driving Programs

In response to the increasing number of older drivers and associated crash data, two new senior driving programs and a senior driver summit were successfully developed and implemented to support this vulnerable population.

Activities Conducted:

- › Program Development: Two distinct programs were created: AAA's "Older and Wiser Driver" and the TLAF's "Community Conversation for Seniors"
- › Senior Driver Summit: An in-person summit was held in May 2025 to engage with older drivers, their families, and community partners (e.g., AAA Northeast, AARP, healthcare providers). The summit covered topics like physical changes affecting driving, vehicle technology, and alternative transportation options.
- › Target Audience: The programs and summit targeted drivers aged 65 and older, their families, and community influencers.

Outcomes and Metrics:

- › Participation: Numerous seniors participated in the two driving programs throughout the year, and 75 attended the summit.
- › Feedback: Survey results from attendees indicated high satisfaction and an increased understanding of safe driving practices and available resources.
- › Integration with HSP: Insights gathered from the senior driver summit, including concerns about local infrastructure and specific driving challenges, will inform future safety projects and potential infrastructure improvements (e.g., improved lighting, signage) planned in the upcoming fiscal year.

3. General Public Participation and Accessibility

Across all engagement activities, our office implemented various accessibility measures to ensure broad participation.

- › Accessibility Measures: All public materials, meeting locations, and digital platforms were made.
- › Incorporation of Feedback: The comments and views gathered from these engagement opportunities were actively reviewed by our safety coalition and used to refine our problem identification and program activities within this annual report and for future planning cycles.

This page intentionally left blank.

4

Program Areas

The program performance targets and measures, and projects identified for the nine program areas addressed in the FFY 2025 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 11 percent of the total fatalities in 2025. The number of unrestrained fatalities in 2025 decreased by 50% from 15 to 4, exceeding the 29 % decrease in overall fatalities.

Performance Measures and Targets

Table 4.1 summarizes the occupant protection performance measures and targets identified in the 2025 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 4.1 Occupant Protection Performance Measures

Performance Targets	Performance Update
Reduce the five-year average unrestrained occupant fatalities to 16 (3HSP) or below by December 31, 2025.	Number of unrestrained fatalities reduced by 60% compared to 2024, from 15 to 4, exceeding the 29% decrease in overall fatalities. This resulted in a five-year average of 15.
Increase observed seat belt use from the 3HSP baseline (2022) of 87.1 percent to 90 percent by 2025.	Belt use in 2025 was 92.8%.
Increase safety belt use among pickup truck drivers, as measured by observations, from the 3HSP baseline (2022) of 75.3 percent to 82 percent in 2025.	Percent of pickup truck drivers observed using seat belts. In 2024, there was an 86.1 percent observance rate.
Increase perception of being ticketed for failure to wear safety belts "always" or "nearly always" from the 3HSP baseline (2022) of 35.6 percent to 50 percent in 2025.	The perception of being ticketed for failure to wear seat belts "always" or "nearly always" was 34 percent in 2024.
Increase awareness of "Click It or Ticket" slogan from the 3HSP baseline (2022) of 85.8 percent to 95 percent in 2024.	Drivers aware of "Click It or Ticket" slogan was 80.1 percent in 2024.

Planned Activities and Funding

The 2025 HSP identified 11 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 4.2** lists the 11 projects; the relevant performance measures; the Funds Approved to each project; and the project status.

Table 4.2 FFY 2025 Occupant Protection

Activity Number	Activity	Funding Granted	Funds Expended	Project Status
402OP-25-01	Municipalities/RISP/URI Seat Belt Law Enforcement Patrols & Training	\$441,246.36	\$336,456.53	Complete
402OP-25-02	Municipalities/RISP/URI Child Passenger Safety (CPS) & Training	\$243,103.11	\$161,732.86	Complete
B2CPS-US	RI Hospital Child Passenger Safety in Rhode Island	\$180,034.38	\$180,034.38	Complete
M2PE-25-02	Genesis OP for Diverse Families	\$29,160.37	\$29,160.37	Complete
M2OP-25-03	CIOT DMV Intercept Survey	\$11,500.00	\$11,500.00	Complete
M2OP-25-04	CIOT Observational Surveys	\$86,500.00	\$86,500.00	Complete
M2PE-25-05	RISP Rollover Simulator Demonstrations	\$14,210.24	\$11,954.81	Complete
402UNATTD-25-01	Vehicular Hyperthermia Awareness Program	\$55,000.00	\$46,750.00	Complete
402 OD 25 01	AAA RI's Older and Wiser Driver	\$31,384.49	\$18,337.31	Complete
M8*OP-25-01B	Salaries (OP)	\$325,000.00	\$280,033.13	N/A
M8*PM-25-03	Paid Media Occupant Protection	\$150,000.00	\$0.00	Incomplete

Project Descriptions

Occupant Protection continues to be an issue in Rhode Island, yet data limitations present challenges to mitigating the issue. In FFY 2025 OHS pursued 11 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 2025 fiscal year.

NHTSA 402OP-25-01 RI Municipal Law Enforcement NHTSA Seat Belt Patrols**Subrecipient:** RI Municipal Police Agencies

Funding Source	Funds Granted	Funds Expended	Project Status
Section 402OP	\$441,246.36	\$336,456.53	Complete

Description:

Rhode Island Law Enforcement Municipalities/RISP/URI continued their work in seat belt enforcement and education during the 2025 Federal Fiscal Year. 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 2024, March 2025, and September 2025 with the National Mobilization taking place during May/June 2025.

Performance:

Rhode Island Law Enforcement municipalities worked a combined total of 4,003 hours this 2025 fiscal year and issued a total of 5,917 seat belt citations during NHTSA grant funded seat belt enforcement. 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 93%, a direct reflection on support from our enforcement partners.

The Rhode Island State Police worked a total of 140 hours during the 2025 fiscal year and issued a total of 161 seat belt citations during NHTSA grant funded seat belt enforcement. Additionally, a total of 174 contacts were made and 13 seatbelt warnings were issued over the course of the 2025 fiscal year. The State Police participated in both local and national campaigns during this fiscal year.

The URI Police Department worked a total of 16 hours and issued a total of 25 seat belt citations during FFY 2025 NHTSA grant funded seat belt enforcement patrols. They spent a total of \$1,067.20 during this grant period on enforcement.

The Office on Highway Safety is proud to partner with Law Enforcement agencies again in FFY 2026 to continue educating the Rhode Island driving public on the dangers present when not wearing a seat belt.

NHTSA 402OP-25-02: RI Law Enforcement Municipalities CPS Installations**Subrecipient:** RI Law Enforcement Municipalities

Funding Source	Funds Granted	Funds Expended	Project Status
Section 402OP	\$243,103.11	\$161,732.86	Complete

Description:

This project provides funds for municipal police departments/RISP/URI 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 2025 fiscal year. These funds will also support training to get more officers certified to become Child Passenger Safety Technicians (CPST's). 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 again with law enforcement municipalities across the state on Child Passenger Safety enforcement in FFY 2025. Whether it be at individual departments for scheduled seat checks, or at planned community events, families across Rhode Island benefited from the education and instruction of correct child safety seat installations. A total of 1,805 hours were worked, and 1,455 seats were checked over the course of the 2025 fiscal year.

The Office on Highway Safety partnered with the Rhode Island State Police on Child Passenger Safety enforcement in FFY 2025. Whether it be at their barracks across the state for scheduled seat checks, or at planned community events, families across Rhode Island benefited from the education and instruction of correct child safety seat installations. A total of 72 hours were worked by CPST's in 2025, and 37 total seats were checked over the course of the year.

The Office on Highway Safety partnered with the University of Rhode Island Police on Child Passenger Safety enforcement in FFY 2025. Whether it be for scheduled seat checks, or at planned community events, families across South Kingstown benefited from the education and instruction of correct child safety seat installations. A total of 4 hours were worked in 2025 and 1 seat was checked during the FFY 2025 fiscal year. One new CPST has been added to their ranks to hopefully increase their productivity in FFY 2026.

RIDOT will continue to support this enforcement initiative that benefits families and children across the state in the 2026 fiscal year.

NHTSA B2CPS_US: Child Passenger Safety in Rhode Island

Subrecipient: The Injury Prevention Center at RI Hospital

Funding Source	Funds Granted	Funds Expended	Project Status
Section 405B Low	\$180,034.38	\$180,034.38	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 FFY 2025, 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 FFY 2025. 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. A total of 51 new technicians were added during fiscal year 2025 and 6 expired CPST's renewed their certifications, all coming from various backgrounds including police, EMS, non-profit etc. across the state.

Throughout the year a grand total of 1200 families/caregivers were reached, 300 car seats were checked, and 100 car 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 FFY 2026, and to help ensure that families continue to stay educated and safe on Rhode Island roadways.

NHTSA M2PE-25-02: Genesis OP for Diverse Families

Subrecipient: Genesis Center

Funding Source	Funds Granted	Funds Expended	Project Status
Section 405B Low	\$29,160.37	\$29,160.37	Complete

Description:

The target audience for this proposal are the adults and families enrolled in Genesis Center's programs. Genesis Center's participants are primarily diverse, low-income Providence residents. This project is a year-long, multi-faceted outreach and education campaign to educate people in our 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 the 2025 fiscal year, the Genesis Center educated 160 of their community members on the importance of Occupant Protection, which did not reach their goal of 200 but is still a great accomplishment. They were able to meet with 40 families throughout the fiscal year to educate on the proper way to install a car seat in their vehicles. These families came to the Genesis Center in various ways: through WIC, DHS, Hospitals, through their early learning center or through educational outreach. During the fiscal year, 321 pre- and post- surveys were completed. There were a number of positive data points noted from these surveys, including 95% of respondents having a high awareness of RI's Seatbelt law. Additionally, 99% of respondents self-reported that they always wore their seatbelts in a moving vehicle and pledged to continue to do so. A new data point uncovered in 2025 from their survey responses marked a 16% increase in respondents who expressed a newfound awareness of the minimum age (8 years old) for sitting safely in the front passenger seat of a vehicle.

RIDOT is looking forward to another year of partnership with the Genesis Center in 2026 as they continue their occupant protection safety education in their community.

NHTSA M2OP-25-03/ M2OP-25-04: CIOT DMV Intercept Survey & Observational Surveys

Subrecipient: Preusser Research Group

Funding Source	Funds Granted	Funds Expended	Project Status
Section 405B Low	\$98,000	\$98,000	Complete

Description:

"Pre" and "Post" DMV office intercept surveys will be conducted to assess the public awareness and effectiveness of the CIOT media and enforcement campaigns conducted with the corresponding national mobilizations. Survey locations will be at DMV offices throughout the state and via the phone/web.

The survey will be revised to better understand the demographics of those individuals that do not recognize the CIOT campaign slogans. This will allow OHS to better target media and campaign efforts in terms of communication medium, target audience, and funding required.

Performance:

In FFY 2025, the belt usage rate was determined to be 93% which is more than a 3.5 percentage point increase from 2024's rate which was 90.5%. 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 "Click It or Ticket" and Impaired Driving via the internet and phone solicitation in July/August of 2024 and July of 2025. Data was collected from approximately 500 respondents in each year (504 in 2024, 512 in 2025.) Roughly half of respondents were female (50.9% and 51.2% in 2024 and 2025, respectively), approximately 48 percent were male (48.5% in 2024, 47.9% in 2025). The two most reported age categories for respondents were 60+ years old (33.4% and 33.1% in 2024 and 2025, respectively) and 35-49 years old (23.1% in 2024 and 23.7% in 2024). Most respondents described themselves as white (80.1% in 2024, 74.4% in 2025), followed by African American (3.8% and 10.2% in 2024 and 2025, respectively), and Spanish/Hispanic/Latino (6.4% in 2024, 6.7% in 2025). The income and education level distributions were significantly different between 2024 and 2025. Preusser Research Group expanded all their awarded contract funds for FFY 2025. RIDOT is looking forward to another contract year in FFY 2026 with PRG.

NHTSA M2PE-25-05: RISP Rollover Simulator Demonstrations

Subrecipient: Rhode Island State Police

Funding Source	Funds Granted	Funds Expended	Project Status
Section 405B Low	\$14,210.24	\$11,954.81	Complete

Description:

Rollover Simulator presentations held by trained officers from the Rhode Island State Police educate the public at community events on the dangers of not wearing a seatbelt. The Rollover simulator mimics a 30-mph crash and what happens to occupants (dummies in the rollover) that do not wear a restraint in a crash. This presentation is offered at a number of different types of community events and festivals and reaches many different demographic community audiences. NHTSA 405B funds disseminated for this program will support Rollover Simulator presentations held by trained officers from the Rhode Island State Police. Various communities in cities and towns across the state that request the rollover simulator will benefit from its message and educational content. This presentation will be offered throughout the federal fiscal year 2025 beginning on October 1, 2024, and going through September 30th, 2025. This presentation will benefit all ages and demographics that are present at the community events where the Rollover Simulator is being presented. At the conclusion of each fiscal year, the Rhode Island State Police agrees to complete a year-end report evaluating the effectiveness of their program's efforts throughout the year. RISP also agrees to participate in monitoring visits with the Office on Highway Safety during the fiscal year to go over any performance questions or concerns.

Performance:

The Rollover Simulator was deployed 3 different times for a total of 21 hours in fiscal year 2025. There was a transfer to a new Grant Manager in this grant cycle and more rollover simulations will be conducted in the coming 2026 fiscal year.

NHTSA 402UNATTD-25-01: Vehicular Hyperthermia Awareness Program

Subrecipient: RIDOT

Funding Source	Funds Granted	Funds Expended	Project Status
Section 402	\$55,000.00	\$46,750.00	Complete

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 is 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 will make the same notes that "cars get hot fast" and we will encourage everyone to check the back seat. We will create the program from January through May and run it throughout the summer months. We will 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:

RIPCA published educational awareness material using social media outlets. Proofs were supplied showing the following social media engagement during FFY 2025: Instagram: 1,293 Views; 23 Likes; 1 Save; 1 Repost. Facebook: 191 Reactions; 21 Shares.

NHTSA 402-OD-25-01: AAA RI'S Older and Wiser Driver

Subrecipient: AAA

Funding Source	Funds Granted	Funds Expended	Project Status
Section 402	\$31,384.49	\$18,337.31	Complete

Description:

This proposed continuation and expansion of the statewide program, titled *The Rhode Island Older and Wiser Driver*, addresses one of the planned strategies and action items within the state's 2023-2027 Strategic Highway Safety Plan in the older driver emphasis area. Older drivers are defined as motorists aged 65 and older. Approximately 18% of roadway fatalities involved older drivers between 2017-2021. 22% of fatal pedestrian crashes involved an older driver, and 48% of pedestrians killed on Rhode Island roadways between 2012-2021 were over age 60. AAA Northeast seeks to expand education for this target audience, characterized as Rhode Island drivers 65 and older.

In FFY 2025, a *Rhode Island Older and Wiser Driver* summit welcomed 100 older Rhode Island drivers, traffic safety stakeholders, and community advocates together for presentations, panel discussions, and direct access to resources for older driver. Invited participants will include directors of senior centers and

senior housing facilities, bicycle and pedestrian safety advocacy groups, traffic safety coalition, and RIPCA members; legislators and healthcare workers that work with seniors.

Performance:

During FFY 2025 AAA provided 34 community presentations with a goal of reaching between 400 and 500 seniors. From the evaluations/surveys that were issued, they reached 459 seniors with 252 who responded to the survey.

AAA hosted an Older and Wiser Driver Summit on May 13, 2025, that drew almost 100 attendees with a goal of 125. There was an impressive lineup of speakers. This was the first Older Driver Summit hosted by AAA in RI in almost a decade.

NHTSA M8*OP-25-01B: Salaries (OP)

Subrecipient: Office on Highway Safety

Funding Source	Funds Granted	Funds Expended	Project Status
Section 405E	\$325,000	\$280,033.13	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.

NHTSA 402 PM-25-04: Paid Media Occupant Protection

Subrecipient: State Approved Media Vendor

Funding Source	Funds Granted	Funds Expended	Project Status
Section 402	\$150,000.00	\$0.00	Incomplete

Description:

OHS will contract a statewide paid and earned media campaign for the CIOT campaigns scheduled for November 2024, March 2025, May 2025, and September 2025. "Countermeasures That Work" rates Communication Strategies for Low-Belt-Use Groups as Part of HVE as four 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 2024, March 2025, May 2025, and September 2025. This campaign will target an audience of 16- to 34-

year-old males. CPS: September 2025 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 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.

4.2 Impaired Driving

Problem Statement

The 2025 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 4.3 summarizes the impaired driving performance measures and targets identified in the 2025 HSP.

Table 4.3 Impaired Driving Performance Measures

Performance Targets	Performance Update
Reduce the five-year average impaired driving fatalities to 20 (3HSP) or below by December 31, 2025.	The preliminary number of impaired driving fatalities in 2025 is 12, resulting in a 5-year average of 19. These numbers are not official and still subject to change
Increase perception of being arrested by law enforcement after drinking and driving "always" or "nearly always" from the 3HSP baseline (2022) of 47.4 percent to 65 percent in 2025.	The perception of being arrested for after drinking and driving "always" or "nearly always" was 52.7 percent in 2025.
Increase recognition of DSoGPO impaired driving enforcement slogan from the 3HSP baseline (2022) of 61 percent to 70 percent in 2024.	Drivers who recognize the DSoGPO slogan was 59 percent in 2025.

Planned Activities and Funding

The 2025 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 4.4** contains a list of the ten projects, Funds Approved to each project, and the project status.

Table 4.4 FFY 2025 Impaired Driving

Activity Number	Activity	Funding Granted	Funds Expended	Project Status
164ENF_AL-25-01	RISP SPECIALIZED UNIT Impaired Driving Alcohol	\$933,883.56	\$782,879.40	Complete
164ENF_DG-25-01	RISP SPECIALIZED UNIT Impaired Driving Drug	\$933,883.56	\$782,879.40	Complete
164ENF_AL-25-02	Municipalities Impaired Driving Law Enforcement Patrols & Training	\$546,926.93	\$437,263.15	Complete
164TOX_AL-25-03	Municipalities Impaired Driving BAT (Breath Alcohol Testing) Mobile Providence	\$75,241.50	\$70,266.23	Complete
402PT-25-06	SKPD TSU Pilot Project	\$125,000.00	\$28,690.30	Discontinued
B5DR-25-01	Alcohol Survey	\$11,500	\$11,500	Complete
M5CS-25-02	RIAG TSRP	\$152,550.14	\$116,743.01	Complete
M5BAC-25-01	STATE DOH Forensic Toxicologist (TSRFT) and Prelim. Breath Testing	\$368,093.87	\$368,093.87	Complete
402PM-25-02	Work Zone Safety Media Awareness Campaign	\$95,277.00	\$95,272.63	Complete
M5OT-25-02/ M8PE-25-03	Sports Marketing Advocacy, Awareness, Education LEARFIELD	405D MID = \$82,500.00 405E = \$27,500.00	405D MID = \$82,500.00 405E = \$27,500.00	Complete
M5PEM-25-02	Creative Media Impaired Driving	\$0.00	\$0.00	Discontinued
402PM-25-01	Municipal Mobilization Media	\$37,950.00	\$37,950.00	Complete
M5PEM-25-03	Paid Media Impaired Driving	\$0.00	\$0.00	Discontinued
M5OT-25-03	Community Conversation Andreozzi Foundation	\$53,447.14	\$49,740.95	Complete

Activity Number	Activity	Funding Granted	Funds Expended	Project Status
B8A*AL-25-01	Salaries (Impaired Driving)	400,000.00	\$380,213.53	Complete
M5OT-25-04	MADD Traffic Safety Impaired Driving Program	\$110,498.90	\$102,663.61	Complete
402PT 25 05	RIMPA Law Enforcement Safe Communities Training and Support	\$287,170.00	\$266,049.87	Complete
M5IDC-25-01	RIPCA Mid ID Engagement Council	\$127,400.00	\$96,799.92	Complete
M5CS-25-01	Judicial Training	\$50,000.00	\$0.00	Incomplete
402PT-25-04	RIPCA Safety Partnership	\$810,540.40	\$298,077.31	Complete
M5TR-25-02	ServSafe® Alcohol Training	\$18,486.25	\$18,486.25	Complete
M5TR 25 04	Impaired Driving Training Summit	\$100,000.00	\$0.00	Incomplete
M5OT-25-01	Newport Gulls Drunk Driving Education	\$7,579.65	\$7,579.65	Complete

Project Descriptions

The following are descriptions of the impaired driving projects, including the project title and outcome of the project over the 2025 fiscal year.

NHTSA 164ENF_AL-25-01/ NHTSA 164ENF_DG-25-01: RISP SPECIALIZED UNIT Impaired Driving Alcohol & Impaired Driving Drug**Subrecipient:** Rhode Island State Police

Funding Source	Funds Granted	Funds Expended	Project Status
Section 164	\$1,867,767.12	\$1,565,758.80	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:

In FFY 2025, RISP Traffic Safety Unit made 373 DUI arrests. RISP participated in all the NHTSA communications calendar events in FFY 2025. They also participated in press events with AAA and MADD throughout the year. Rhode Island has seen a decrease in fatal crashes during FFY 2025, which is a testament to statewide enforcement efforts involving all stakeholders. The Rhode Island State Police Traffic Safety Unit is comprised of four (4) patrol Troopers and one (1) duty Sergeant, combined with several Troopers assigned on an overtime basis throughout the year. Enforcement efforts by the Traffic Safety Unit in FFY 2025 accounted for 6,110 motor vehicle stops, which resulted in 6,509 citations. The Traffic Safety Unit made 526 arrests in FFY 2025. The RISP also hosted the B.A.T. Mobile on 10 different dates in FFY 2025.

NHTSA 164ENF_AL-25-02: Municipalities Impaired Driving Law Enforcement Patrols & Training**Subrecipient:** Rhode Island Municipal Law Enforcement

Funding Source	Funds Granted	Funds Expended	Project Status
Section 164	\$546,926.93	\$437,263.15	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. The program includes funding for overtime for DREs 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 Measures:

In FFY 2025, municipal law enforcement completed the following activities:

- › 252 DUI Arrests
- › 502 SFSTs
- › 13 DRE Evaluations
- › 54 "Other" Arrests
- › 1,019 NHTSA Violations
- › 961 Non-NHTSA Violations
- › 949 Officers
- › 5,141 Enforcement Hours

NHTSA 164TOX_AL-25-03: Municipalities Impaired Driving BAT (Breath Alcohol Testing) Mobile Providence

Subrecipient: Providence Police Department

Funding Source	Funds Granted	Funds Expended	Project Status
Section 164	\$75,241.50	\$70,266.23	Complete

Description:

OHS will reimburse the Providence Police Department (PPD) for all necessary B.A.T. equipment, and overtime for the PPD at two officers per day for each time the truck is utilized. This tool will be employed in all communities throughout the state to support and create 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:

In total for FFY 2025 the B.A.T. Mobile was deployed 22 times, covering all NHTSA promised mobilizations. There were 49 individuals processed on the B.A.T. Mobile during those deployments.

There were 11 different departments that requested/hosted the B.A.T. Mobile. The RISP hosted 10 times. During each deployment, several surrounding towns participated in the B.A.T. Mobile efforts.

There was increased collaboration with municipal and state law enforcement agencies by hosting impaired driving patrols in conjunction with B.A.T. Mobile deployments.

The B.A.T. Mobile program enhanced statewide impaired driving enforcement by providing efficient on-site processing and a strong visual deterrent during key enforcement periods. Its deployments supported state and local agencies and reinforced law enforcement presence to discourage impaired driving.

NHTSA 402PT-25-06: SKPD TSU Pilot Project

Subrecipient: South Kingstown Police Department

Funding Source	Funds Granted	Funds Expended	Project Status
Section 402	\$125,000.00	\$28,690.30	Discontinued

Description:

In fiscal year 2025, the Office on Highway Safety will provide funds to the South Kingstown Police Department for the implementation of a new pilot Traffic Safety Unit. This unit will consist of one dedicated traffic officer who will cover multiple emphasis areas, including impaired driving, seatbelt patrols, speed patrols, distracted driving patrols and ped/bike patrols. This dedicated officer will also be a trained Child Passenger Safety Technician if the need for installation should ever arise. Patrols will be deployed to “hot spot” locations based upon South Kingstown’s data and problem identification for each area. Detailed monthly reports will be submitted to the highways safety office to monitor the program’s success, and the department agrees to comply with the need for monitoring visits throughout this FFY2025 fiscal year.

Performance:

Officer John Bush from the South Kingstown Police Department was deployed as a Traffic Safety Unit dedicated officer in 2025. In his role in this pilot program, he focused on traffic enforcement in the emphasis areas on seatbelts, speeding, distracted driving, and impaired driving. He was also trained and certified as a Child Passenger Safety Technician during the fiscal year. Unfortunately, during his time in this role, he was injured while on duty only allowing four months of effort on this program before it was unfortunately discontinued. In his time as the TSU officer, Bush worked a total of 393 hours during the months on October, March, April, and May. During these months he issued 10 seatbelt citations, 101 speeding citations, 44 distracted citations and 274 warnings across multiple emphasis areas. He made 455 total contacts during these months as well. Officer Bush also made community outreach and engagement a focus during this program by educating children on bus safety, pedestrian safety, and cyclist safety in their community.

This program is being discontinued for 2026, but Officer Bush will remain a part of SKPD’s regular patrols to continue educating and enforcing on traffic safety in South Kingstown in the coming fiscal years.

NHTSA B5DR-25-01: Alcohol Survey**Subrecipient:** Preusser Research Group

Funding Source	Funds Granted	Funds Expended	Project Status
Section 405D MID	\$11,500.00	\$11,500.00	Complete

Description:

RIDOT continued its contracted partnership with Preusser Research Group (PRG) during the 2025 federal fiscal year. "Pre" and "Post" DMV office intercept surveys will be conducted to assess the public awareness and effectiveness of the Impaired Driving media and enforcement campaigns conducted with the corresponding national mobilizations. Survey locations will be at DMV offices throughout the state and via the phone/web. The survey will be revised to better understand the demographics of those individuals that do not recognize the Drive Sober campaign slogan. This will allow OHS to better target media and campaign efforts in terms of communication medium, target audience, and funding required.

Performance:

See performance from CIOT DMV and Observational surveys.

NHTSA M5CS-25-02: RIAG TSRP**Subrecipient:** RI Attorney General Office

Funding Source	Funds Granted	Funds Expended	Project Status
Section 405D MID	\$152,550.14	\$116,743.01	Complete

Description:

The Traffic Safety Resource Prosecutor ("TSRP") at the Rhode Island Department of Attorney General is tasked with: (1) oversight and prosecution of impaired driving cases, (2) providing trainings related to impaired driving for police agencies, (3) providing training and technical assistance for state prosecutors and city solicitors in impaired driving cases, and (4) participating in community outreach programs related to motor vehicle safety issues.

This TSRP's prosecution responsibility includes managing an active caseload of felony motor vehicle matters (DUI with death or serious bodily injury resulting, reckless driving with death or serious bodily injury resulting, leaving the scene of an accident with death or serious bodily injury resulting, etc.). The work often includes involvement at the initial stages of a crash, reviewing police investigations to determine if charges should be brought, and prosecution of those cases involving criminal driving offenses.

The RI TSRP provides advisory support for police departments for DUI cases and related issues. The TSRP is "on call" for inquiries from police agencies about the law pertaining to motor vehicle infractions during regular office hours and after hours to receive such calls. The RI TSRP is also available after-hours to assist with serious motor vehicle cases as they unfold in the investigative stage. Since January of 2019, we continue to average about 10 calls a month for assistance on fatal and serious injury investigations. This has included providing warrants to obtain blood, warrants to obtain phone records, warrants to obtain CDR information, contacting hospitals to assist with the seizure of blood, and providing legal guidance to law enforcement.

In the area of law enforcement training, the RI TSRP provides lectures at annual recertification classes for breathalyzer operators in the area of DUI and Implied Consent Prosecution, and at the yearly in-service trainings at police departments. These presentations usually include an overview of the recent caselaw in impaired or reckless driving, recent changes in the law, report writing and courtroom mechanics (testimony). These training classes take a multi-disciplinary approach (a legal block of instruction, an evidence collection.

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 staffing 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. In 2025, the TSRP conducted 12 educational presentations and reached a total of 322 attendees over the course of the year. Below the RIAG TSRP listed their goals for 2025, and whether or not they were accomplished. RIDOT looks forward to another year of partnership with the RIAG in 2026.

NHTSA M5BAC-25-01: 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
Section 405D MID	\$368,093.87	\$368,093.87	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 Beath Analysis Section 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. The lab maintains all PBTs for the federally funded DRE program and plays a critical role in transitioning the entire state to the new units purchased to implement, certify, and maintain monthly certification on the Intoxilyzer 9000 and PBTs, all purchased solely with federal funds.

Performance:

During FFY 2025 the goal of maintaining turnaround times of less than 23 days was met. The average turnaround time was 17.6 days. A laboratory relocation in September caused a slight increase in turnaround time as the lab was validating instrumentation at the new location.

The goal of maintaining outsourcing at less than 3 percent for law enforcement cases was also met. The lab completed nearly all testing in-house with only four cases (2.4%) being outsourced.

The goal of reporting law enforcement monthly data, including drugs and metabolites to OHS was met. They reported blood and breath tests, suspect biologicals, agency data, etc.

The goal of expanding drug panels through additional validation was met. The lab continued to expand its extraction methods and validation of classes of drugs. The Opioid method expansion validation was finalized to add 20 additional analytes of interest such as fentanyl analogs and xylazine and lower reporting limits. More drugs were detected and reported beginning in February.

NHTSA 402PM-25-02: Work Zone Safety Media Awareness Campaign

Subrecipient: Reach Consulting

Funding Source	Funds Granted	Funds Expended	Project Status
Section 402	\$95,277.00	\$95,272.63	Complete

Description:

This activity is needed to address recent increases in the number of crashes in work zones: 1,899 in 2020; 1,633 each in 2021 and 2022; and 1,960 in 2023. Rhode Island also had 2 fatal crashes in work zones during this period (one in 2020 and one in 2023). A RIDOT employee was seriously injured in a work zone by an impaired driver in 2023. Although RIDOT supports and implements safety plans for all workers associated with construction sites, driving behavior continues to threaten employees in work zones. This will be a statewide program serving all RI road users and employees in work zones. A goal of this project is to measure awareness of the move over law and drivers' awareness of the challenges and dangers present to road users and workers. During FFY 2024, 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 anticipation of National Work Zone Awareness Week (April 15-19). RIDOT is making every effort to encourage safe driving through work zones. The key message is for drivers to use extra caution, and this was accomplished through use of a video featuring RIDOT employees discussing the goal of making sure everyone gets home safe to their families at the end of each workday.

Performance:

Reach Consulting developed a campaign and flight plan that included:

- › Five digital billboards (four 4-week runs, one 2-week run) and three static bulletin billboards (all four-week runs) in strategic commuter corridors and high-visibility traffic locations. Billboards received 3,777,922 impressions.
- › Geotargeted digital ads (Meta, digital display). Meta ads received 4,598,411 impressions. Digital display ads received 6,318,080 impressions.
- › Door cling advertisements at Warwick Mall. These received 535,000 impressions.

NHTSA M5OT-25-02 / M8PE-25-03: Sports Marketing Advocacy, Awareness, Education LEARFIELD
Subrecipient: Learfield IMG

Funding Source	Funds Granted	Funds Expended	Project Status
Section 405D MID	\$82,500.00	\$82,500.00	Complete
Section 405E	\$27,500.00	\$27,500.00	

Description:

While watching sporting events, an average of 3.7 alcoholic drinks are consumed per person. Additionally, it is reported that 41% of NCAA Sports of Fans binge while watching sports events. Drivers between the ages of 35 to 44 represent the largest segment of that group (27%). 38% of the Fans attending Providence Venues Events are 35-44 and are predominately male. Between URI, Amica Mutual Pavilion, Rhode Island Convention Center, the VETS, Providence College and Brown University, this messaging will reach over more than 15,00,000 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 Learfield local team at Providence Venues & Sports Properties and University of Rhode Island Sports Properties led by Brad Medeiros with the creative assets needed provided by the RIDOT team. Assets with alcohol impaired/distracted driving will be in the form of (3) fixed position dasher board signs with the Providence Bruins, PC Hockey, URI Hockey at 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 conference at all events held in the Amica Mutual Pavilion and Vets. Advertising at URI Football and Football, Brown Football, Basketball, Soccer and Lacrosse will be added to the comprehensive sports marketing program in FFY 2025. The demos for the University of Rhode Island, Providence Bruins and Providence College Friars skew towards college aged to middle aged males which have showed appropriate for the Impaired Driving messaging used by the program. The program will be evaluated with a recap in which Learfield will provide live action photos of all assets deployed as well as attendance data and digital and social reach on assets where it is included.

Performance: The program successfully disseminated safety messaging regarding impaired driving and distracted driving through the venues, events, and platforms resulting in more than 15 million impressions.

NHTSAM5PEM 25 02: Creative Media Impaired Driving**Subrecipient:** n/a

Funding Source	Funds Granted	Funds Expended	Project Status
Section 405D MID	\$0.00	\$0.00	Discontinued

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 2024. The target audience is 21-49-year-old adults. The State-approved media vendor will conduct focus groups to assure our program goals and 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-25-01: Municipal Mobilization Media**Subrecipient:** South Kingstown Police Department

Funding Source	Funds Granted	Funds Expended	Project Status
Section 402	\$37,950.00	\$37,950.00	Complete

Description:

In fiscal year 2025, 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.

Performance:

A total of \$37,950.00 in media funds were utilized by the South Kingstown Police department during the entirety of the 2025 fiscal year. Over the course of the year, there were a total of 323 posts shared to South Kingstown PD's Facebook, Twitter, and Instagram pages. There were also 19 media releases and media coverage on traffic safety emphasis area town information during fiscal year 2025. 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. OHS looks forward to supporting this initiative again in FFY 2026.

NHTSA M5PEM-25-03: Paid Media Impaired Driving**Subrecipient:** n/a

Funding Source	Funds Granted	Funds Expended	Project Status
Section 405D MID	\$0.00	\$0.00	Discontinued

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 2024 and August/September 2025 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 M5OT-25-03: Community Conversation Andreozzi Foundation**Subrecipient:** Tori Lynn Andreozzi Foundation

Funding Source	Funds Granted	Funds Expended	Project Status
Section 405D MID	\$53,447.14	\$49,740.95	Complete

Description:

RI has an unacceptable rate of impaired driving crashes. A series of bi-annual meetings will continue to be held at various locations across the state. Two conversations and connections are planned for **FFY 2025** in different communities featuring a panel of members representing highway safety, victim impact, medical perspective, legal aspects, along with prevention and community resources.

Six other sessions will target Senior Centers and Assisted Living Complexes will be the site of presentations that provide education, engagement, and fun to older adults. A PowerPoint presentation will be used to present facts along with a narrative of the ripple effect of impaired driving consequences. This presentation will be punctuated with games and music to create a robust environment. Timed tasks, presented in game-like fashion such as Wheel of Fortune and/or Bingo, along with seated, skills task utilizing two sets of intoxication goggles.

Presentations will be spaced out throughout the federal fiscal year to meet capacity of audiences. Both pre- and post- survey codes for attendees to complete and develop questions in coordination with the

grant applicant with input from each community hosting the event. An analysis for each is then produced reflecting the outcomes of the surveys. Additionally, a year-end analysis for all locations will be provided.

Performance:

This subrecipient presented 8 educational presentations reaching 115 people on the traffic safety topic impaired driving. These presentations were done to two different age groups. One to high school students and the others to the aging population and older drivers. During the Older and Wiser driver program attendees acknowledged that physical challenges and medication interactions affect their driving as well as knowledge gains were observed in understanding legal BAC limits. This subrecipient's Community Conversation increased knowledge the BAC limits for under 21, as well as gained knowledge about driving impaired including increased empathy and how life can take a drastic turn when risky driving behaviors occur on our roadways.

B8A*AL 25 01: Salaries (Impaired Driving)

Subrecipient: Office on Highway Safety

Funding Source	Funds Granted	Funds Expended	Project Status
Section 405E Flex	\$400,000.00	\$380,213.53	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 M5OT-25-04: MADD Traffic Safety Impaired Driving Program

Subrecipient: MADD RI

Funding Source	Funds Granted	Funds Expended	Project Status
Section 405D MID	\$110,498.90	\$102,663.61	Complete

Description:

In FFY 2025, MADD RI will be awarded NHTSA grant funds to conduct 12 community presentations across the state targeting 21–50-year-olds in an attempt to educate them on the dangers of impaired driving. When feasible MADD will partner with either a state or local police officer to be a part of these presentations. Social media messaging and funding for short videos will also be created and distributed throughout the federal fiscal year with approval from RIDOT's Office on Highway Safety.

Performance:

In FFY 2025, MADD's education coordinator delivered their "Educating Communities for Traffic Safety" presentations monthly.

A total of 26 presentations were held over the year and approximately 1,615 people were reached. MADD also received funding for the creation and distribution of educational materials. They made table tents with QR codes to Victim Videos, and "Sizzle Sheets" educating on impaired driving. Approximately 1,600 of these materials were distributed. MADD also received grant funds for media in 2025. With these funds, MADD created a winter holiday series with voices of local police officers who patrol DUI cases. They created St. Patrick's Day radio ad series, also with officers who patrol DUI cases. A summer series of radio ads was also created by MADD, featuring voices of RI Victims of impaired driving. Finally, a Back-to-school radio ad series was created featuring safe driving messages for the back-to-school season amplifying the importance of keeping people's youngest passengers safe. All of these ad series were featured on 92 PRO FM. Additionally, MADD planned produced and developed 3 victim voice PSA's (Brian Sherman, Lisa Brunetti and Leo DePaola) to be utilized for mission moments with their Road to Zero presentations as well as other related general impaired driving prevention. Throughout the year a total of 345 surveys were issued and 299 responses were recorded. MADD is pleased that they have accomplished all of their 2025 goals listed below. Rhode Island is excited to partner with MADD again in the 2026 fiscal year as they continue their work in advocacy and education on the dangers of impaired driving.

Accomplished 2025 Program Goals:

Community Presentations:

- › Delivered *Educating Communities for Traffic Safety* presentations monthly, reaching approximately 1,500 Rhode Island adults annually.
 - Presentations will provide research-based information on alcohol and drug impairment, local data, and a call to action toward zero roadway fatalities.
- › Incorporated post-surveys for evaluation and adapt presentations for audience size and location.
- › Strengthened partnerships with businesses, organizations, and community entities that align with program goals.

Law Enforcement Partnerships:

- › Collaborated with Rhode Island State Police and local departments to enhance impaired driving prevention efforts.
- › Coordinated "Honor Patrols" in December to honor victims and survivors of impaired driving.
- › Facilitated joint initiatives such as ride programs, press events, and roll-call presentation

Media and Outreach:

- › Developed and share prevention focused content through social media, print, and radio including at least 4 posts per month
- › Partnered with MADD's media team to produce victim-focused videos and infographics
- › Maintained relationships with local media and issue at least one press release quarterly.

NHTSA 402PT-25-05: RIMPA Law Enforcement Safe Communities Training and Support**Subrecipient:** RI State Police

Funding Source	Funds Granted	Funds Expended	Project Status
Section 405D Low Flex	\$278,170.00	\$266,049.87	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, 2024 through September 30, 2025 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 determined 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.

NHTSA M5IDC-25-01: RIPCA Mid ID Engagement Council**Subrecipient:** RI Police Chiefs' Association (RIPCA)

Funding Source	Funds Granted	Funds Expended	Project Status
Section 405D Mid	\$127,400.00	\$96,799.92	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. 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. It is called the "Rhode Island Cannabis Act." The coalition will be an important vehicle that steers our efforts to prevention and treatment practices when dealing with our state's challenges with impaired driving including drugged driving. The coalition will be "branded" and created as an all-inclusive group of dedicated safety advocates who advance and articulate their efforts based on data, plans, and available resources. The coalition is RI's opportunity to increase our influence based on proven impaired driving countermeasures.

Performance:

The Impaired Driving Engagement Coalition (IDEC) Coordinator delivered 42 public presentations, reaching a total of 1,257 participants and distributing 600 educational brochures to increase awareness of impaired driving risks. The Coordinator also organized and facilitated quarterly coalition meetings to support collaboration and strategic planning among partners.

In addition, the Coordinator planned and delivered two specialized trainings for law enforcement and community partners: one focused on the use and effectiveness of ignition interlock devices, and the other addressing the identification and prevention of fake identification use.

To further support education and enforcement efforts, the Coordinator developed a comprehensive motor vehicle process flowchart, which was distributed to 300 individuals to enhance understanding of motor vehicle-related procedures and compliance.

NHTSA M5CS-25-01: Judicial Training

Subrecipient: TBD

Funding Source	Funds Granted	Funds Expended	Project Status
Section 405D Mid	\$50,000.00	\$0.00	Incomplete

Description:

Members of the Judiciary will be provided education 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 state contacted media experts, state highway safety professionals, community advocates, and trained law enforcement officers, showing the effectiveness of the SFST and DRE programs in RI communities.

A webinar will also be created within this initiative that allows judicial members and their associated staff members a virtual format to ensure they all have an opportunity to partake in this educational program.

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-25-02: ServSafe® Alcohol Training

Subrecipient: RI Hospitality Association

Funding Source	Funds Granted	Funds Expended	Project Status
Section 405D MID	\$18,486.25	\$18,486.25	Complete

Description:

The RI Hospitality Association will partner with the OHS to deliver the 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. Compared to the rest of the country, Rhode Island has much higher rates of impaired driving. Although DUI of alcohol is the most frequently discussed, all drugs that cause impairment are dangerous and can even be fatal. Rhode Island Young Adults ages 18- 25 are the largest population who have encountered impaired driving in some way. According to the RIDOT, data brief on DUI in RI:

- › Nearly 1 out of 10 have driven while impaired by alcohol.
- › 32% have ridden with a drunk driver.
- › 50% have ridden with a driver under the influence of marijuana.
- › 41% of employees in the hospitality and food service industry are between the ages of 18 and 24.

These young adults are not only exposed to impaired driving in RI, but they are also our workforce serving alcohol to patrons. This is just one illustration of how, in three separate situations, a lack of knowledge in this area might result in impaired driving. In the State of Rhode Island, it is a requirement that all persons who sell or serve alcoholic beverages, anyone serving in a supervisory capacity over those who sell or serve alcoholic beverages, anyone whose job description entails the checking of identification for the purchase of alcoholic beverages and valet parking staff should receive Alcohol Server Training. The training and legal standards are essential safety educational elements for serving alcohol responsibly. Fewer impaired drivers will be on the state's roadways because of increased education. ServSafe® Alcohol Certification requires the passage of a proctored examination. The course is delivered by a certified and approved instructor and examination proctor. Participants must complete a 40-question examination and earn a score of 75% or higher to earn certification. These examinations are submitted to the National Restaurant Association for scoring.

Performance:

They provided a hybrid model of ServSafe® Alcohol training and examinations for 250 RI hospitality employees. Outcomes resulted with a certification pass rate of 92% among the in-person participants and 86% among the online learners. Many independent operators face financial and logistical barriers when trying to access certification programs like the ServSafe® Alcohol training. By making this training readily available through grant support, RI Hospitality was able to remove a major hurdle and ensure that more employees, regardless of their employer's size or resources, could receive high-quality, **nationally**, and

industry-recognized alcohol training. This not only strengthened workforce readiness but also contributed to a safer service practice across the state.

NHTSA M5TR 25 04: Impaired Driving Training Summit

Subrecipient: OHS

Funding Source	Funds Granted	Funds Expended	Project Status
Section 405D MID	\$100,000.00	\$0.00	Incomplete

Description:

OHS will host a two-day Impaired Driving Summit based on the problem identification that RI is an outlier in best practices for certain Impaired Driving countermeasures in laws and policies (e.g. sobriety checkpoints, administrative license revocation, DUI courts, ignition interlock devices, technology, sanctions, e-warrants, cannabis, etc.). Agencies responsible for administering various aspects of the DUI system from prevention, law enforcement (SFST/DRE and arrest), toxicology, prosecution, sanctions, and treatment need to work together in a more integrated fashion to improve our overall impaired driving system. A two-day conference featuring multi-media presentations from expert area presenters from NHTSA, law enforcement, toxicology, prosecution, driver licensing, corrections, prevention and treatment, youth access to alcohol and drugs, education, communications, victim-advocacy, hospitality, data collection/integration and research will present best practices, which will allow for development of a blueprint and action items regarding how we may work towards fulfillment of best practices and encourage agency personnel to work collaboratively to improve RI's impaired driving system. The Safe System and Community Collaboration will be strongly featured as strategies to be employed to lower our rate of Impaired driving fatalities and serious injuries. Attendant surveys will be used to evaluate the program.

Performance:

This project was not completed. However, the RI Office on Highway Safety completed a Law Enforcement Forum in partnership with the Rhode Island Police Association where similar topics were presented to RI Police Chiefs and Command Staff members.

NHTSA M5OT-25-01: Newport Gulls Drunk Driving Education

Subrecipient: Newport Gulls, Inc.

Funding Source	Funds Granted	Funds Expended	Project Status
Section 405D MID	\$7,579.65	\$7,579.65	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, Newport – particularly during the Summer – experiences a high rate of alcohol consumption, which often results in impaired driving.

This program helps educate about and prevent detrimental traffic outcomes resulting 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 2025 is also when the community engagement will take place, i.e., hosting an event at Cardines Field in July of 2025.

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 2025 as compared to previous years. When executing the evaluation plan, heightened emphasis will be placed on the statistics surrounding DUI/DWI arrests, crashes, and fatalities within Newport County involving males aged 18 to 49.

Performance:

During FFY 2025 25,000 pocket schedules, 5,000 media guides, and 200 promotional calendars were distributed to the community of Aquidneck Island (Newport, Middletown, and Portsmouth) in 2025. These media items stressed the discouragement of impaired driving while advocating safe driving practices and alternatives. Two stadium banners were also hung at Cardines Field, home of the Newport Gulls, from May to the beginning of August. Lastly, the print material marketed RIDOTs Traffic Safety Night, which the Gulls hosted on July 9th in all mediums mentioned above. Traffic Safety Night stressed the importance of standing against impaired driving, bringing in partners such as Mothers Against Drunk Driving (MADD) to spread awareness for their cause. Traffic Safety Night served as a reminder to the 1,950 individuals in attendance that there is no excuse for impaired driving, and that practicing safer alternatives and spreading this information across all platforms to all ages is of the utmost importance to ensure that impaired driving is avoided at all costs.

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. Since then, speed related fatalities have fluctuated, but in recent years has trended down, hitting a 10-year low of 13 in 2025. OHS took on four speed-related projects in 2025 to help address speeding. 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 4.5 summarizes the speed-related performance measures and targets identified in the 2025 HSP. The relationship between the individual project and the program area performance measures is described in **Table 4.5**.

Table 4.5 Speed-Related Performance Measures

Performance Targets	Performance Measures
Reduce the five-year average speed-related fatalities to 26 (3HSP) or below by December 31, 2025.	The number of speed-related fatalities decreased by 72% compared to 2024, from 18 to 13. This resulted in a five-year average of 22.

Planned Activities and Funding

The 2025 HSP identified four 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 4.6** details the project.

Table 4.6 FFY 2025 Speed

Activity Number	Activity	Funding Granted	Funds Expended	Project Status
402SC-25-05	RISP/ URI/ Municipalities SPEED Enforcement/ Equipment/ Training	\$849,277.10	\$665,851.25	Complete
402PM-25-03	Paid Media Speed	\$0.00	\$0.00	Discontinued
402PT-25-01	VMS Message Boards and Cloud Services	\$69,000.00	\$69,000.00	Complete
M8*SC 25 01B	Salaries (SPEED)	\$300,000.00	\$266,106.01	Complete

Project Descriptions

Speeding continues to be an issue in Rhode Island yet data limitations present challenges to mitigating the issue. In FFY 2025 OHS pursued four 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 2025 fiscal year.

NHTSA 402SC-25-05: RISP/ URI/ Municipalities SPEED Enforcement/Equipment/Training

Subrecipient: RISP/Municipal Police Agencies/URI Police

Funding Source	Funds Granted	Funds Expended	Project Status
Section 402	\$849,277.10	\$665,851.25	Complete

Description:

In Rhode Island (2017-2021 data), speed was a likely factor in 60 percent of all traffic fatalities. That is a sharp rise compared with prior years (2012-2016) when the numbers averaged about 38 percent.

Rhode Island saw an increase in speed-related fatalities in 2022 from 51% in 2021 to 66%. A higher percentage of speed-related crashes occur on non-highway roads; that being roads with speed limits of 30 mph or less or 50 mph or less. OHS will fund overtime patrols for speed enforcement to include mandatory participation in the "Obey the Sign or Pay the Fine "or other mobilizations and or campaign(s). Patrols can be conducted day and night and must focus on identified problem areas.

OHS will fund speed enforcement related equipment such as lidars, radar guns, pole mounted and portable Speed Data cameras/collectors in support of sustained enforcement efforts. We have partnerships with local community groups, safety organizations and law enforcement agencies that are all working together to educate motorists and enforce speeding laws to change behaviors. This partnership is using a data-driven approach to identify speeding "hot spots" so media outreach and law enforcement efforts can target these areas accordingly. Although we know speeding is a widespread concern, we ask that law enforcement take a deeper dive into their data to find these hot spots. This provides an opportunity for a pre and post evaluation of hot spot efforts to gauge the effectiveness of efforts to change behaviors within communities. Our current advertising campaign is called "Know the Limits," it focuses on the consequences of speeding such as jail time or a much higher likelihood of dying in a crash at excessive speeds. Agencies will also utilize the benefits of earned media to support enforcement and education efforts. This project is statewide with a community level data driven approach and is continuous throughout the grant cycle and will focus on all road users found to be operating more than the posted speed limits. Performance measures will be monitored by OHS program coordinators from monthly invoicing. Requests for purchase of related equipment must demonstrate eligibility to be supported with grant funding.

Performance:

Rhode Island State Police Speed

Hours- 1,249.00

Citations- 2,045

Contacts- 2,220

Warnings- 175

University of Rhode Island Speed

Hours- 20.00

Citations- 44

Contacts- 58

Warnings- 14

Municipalities Speed

Hours- 6,767.25

Citations- 10,745

Contacts- 14,863

Warnings- 3,964

NHTSA 402PM-25-03: Paid Media Speed**Subrecipient:** State Approved Media Vendor

Funding Source	Funds Granted	Funds Expended	Project Status
Section 402	\$0.00	\$0.00	Discontinued

Description: OHS will develop and implement statewide “Know the Limits – Never Speed” paid and earned media campaigns to support law enforcement mobilizations. As a 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 2025 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.

NHSTA 402PT-25-01: VMS Message Boards and Cloud Services**Subrecipient:** All Traffic Solutions

Funding Source	Funds Granted	Funds Expended	Project Status
Section 402	\$69,000.00	\$69,000.00	Complete

Description:

This program consolidates for any law enforcement subgrantee on up to three portable Variable Message Signs (VMS) obtained with grant and or local funding. The services are provided through the sole source provider, All Traffic Solutions (ATS) with their TrafficCloud. VMS add mobility and flexibility to the traffic management and enforcement toolbox. These ultraportable 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, use in conjunction with HVE/Mobilizations, and provide additional safety to everyone 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 \$100,000 will be 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 into a Memorandum of Agreement with the Office on Highway Safety regarding the effectiveness of safety messages. Furthermore, the Memorandum will cover the usage of these tools for both grant and subgrantee funded VMS (under the consolidated cloud service program). It will make the subrecipient explicitly aware that the usage of grant funded signs is restricted to OHS/NHSA 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 All Traffic Solutions (ATS) for evaluation and monitoring. The Office on Highway Safety shall monitor the usage of these message boards for compliance. These VMS boards will be 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 will not replace the requirements dictated within original HS-1 grants for the purchase of VMS and its use. This program will provide the ability for OHS to manage and monitor the entire fleet of VMS under this contract. Police departments will sign and agree to an "MOU" to ensure the understanding of this program to them, OHS and traffic safety.

Performance:

ATS accomplished a successful year of service to OHS. The company provided TrafficCloud service for 77 VMS signs. New messages were added to the library for traffic safety and other programs to support OHS. ATS provide training to 37 municipal law enforcement agencies to ensure the VMS signs were used

throughout the year. Local police were able to gather traffic data and produce reports while providing messages to their communities.

NHTSA M8*SC-25-01B: Salaries (SPEED)

Subrecipient: Office on Highway Safety

Funding Source	Funds Granted	Funds Expended	Project Status
Section 405E	\$300,000.00	\$266,106.01	Complete

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.

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 2025, 48.4 percent of respondents indicated they never talk on a cell phone while driving. This is an increase from the 47 percent from the 2019 survey but still short of the 80 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 4.7 summarizes the distracted driving performance measures and targets identified in the 2025 HSP.

Table 4.7 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 3HSP baseline (2022) of 56 percent to at least 80 percent in 2025.	Percentage of survey respondents who never talk on a hand-held cellular phone. Results of the 2025 survey showed 48 percent.

Planned Activities and Funding

The 2025 HSP included four distracted driving projects to address the above performance measures, make progress toward the targets, and toward the targets for reducing fatalities, fatality rate, and serious injuries. **Table 4.8** describes the relationship between individual projects and the distracted driving performance measures, and provides a list of the four projects, the relevant performance measures, the Funds Approved to each project, and the project status.

Table 4.8 FFY 2025 Distracted Driving

Activity Number	Activity	Funding Granted	Funds Expended	Project Status
M8*DDLE-25-01	Municipal/RISP/URI Distracted Driving Law Enforcement and Training	\$404,743.60	\$320,585.56	Complete
B8L*DD 25 01	Salaries (Distracted Driving)	\$150,000.00	\$143,957.58	Complete
M8PE-25-01	Creative Media Distracted Driving	\$400,000.00	\$398,439.13	Complete
M8PE-25-02	Paid Media Distracted Driving	\$400,000.00	\$400,000.00	Complete

Project Descriptions

Distracted driving continues to be an issue in Rhode Island yet data limitations present challenges to mitigating the issue. In FFY 2025 OHS pursued four distracted driving projects to help meet the performance targets, however, some were not completed as described below.

The following are descriptions of the distracted driving projects, including the project title and outcome of the project over the 2025 fiscal year.

NHTSA M8DDLE-25-01: Municipal/RISP/URI Distracted Driving Enforcement & Training

Subrecipient: Municipal/URI/RISP Law Enforcement Agencies

Funding Source	Funds Granted	Funds Expended	Project Status
Section 405E	\$404,743.60	\$320,585.56	Complete

Description: Distracted driving crashes are often difficult to identify, as officers arrive on the scene after the fact and are dependent on a driver account and recollection of the facts. Self-reported information is statistically unreliable, and it is estimated that distracted driving crashes are severely underreported. While cell phone use is only one example of a distraction, it is a growing issue for Rhode Island and the nation. Rhode Island has been collecting cell phone use related crash information since 2011. Overtime High Visibility Cell Phone and Texting Enforcement details take place day and night and there is mandatory participation in one enforcement period during the month of April 2025 (*National Distracted Driving Awareness Month*). Officers attend the OHS's required training developed and facilitated by RI's LEL to offer consistent and complimentary patrols. The amounts allocated are based on the problem, need, liquidation rates, and the amount requested.

RISP

The RISP has committed to use its OHS-funded Distracted Driving Vehicle to increase outreach and patrols. All cities and towns will be covered, especially on Routes 95 and 146 in Providence, Pawtucket, and Lincoln. Each Quarter of the FFY 2025, the RISP will review crash data to monitor progress of efforts to gauge if adjustments are required. A 1.25% reduction in the total amount of distracted driving crashes per Quarter would result in a 5% reduction in overall distracted driving crashes.

Municipal Police

All municipal law enforcement agencies except New Shoreham Police will conduct overtime details from October 2024 to September 2025, including during *National Distracted Driving Awareness Month* (April 2025). Each Quarter of the FFY 2025, agencies will review crash data to monitor the progress of efforts to gauge if adjustments need to be made to achieve Goals of a decrease in distracted driving crashes and measure with compliance with the “Hands Free” and Texting laws as measured by observational surveys.

URI

OHS will fund implementation of specific Distracted Driving enforcement patrols by the URI police on the URI campus in South Kingstown. Overtime High Visibility Cell Phone and Texting Enforcement details take place day and night and there is mandatory participation in one enforcement period during the month of April 2025 (*National Distracted Driving Awareness Month*). The patrols are intended to protect students, faculty, and visitors to the URI campus. Each quarter of the FFY 2025, URI Police will review crash data to monitor the progress of efforts to gauge if adjustments need to be made. 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: During FFY 2025 URI PD, RISP and Municipal Law Enforcement issued a total of 4,466 distracted driving citations. This is a 41% increase in citations from FFY 2024.

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

Subrecipient: Office on Highway Safety

Funding Source	Funds Granted	Funds Expended	Project Status
Section 405E Flex	\$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 RI Traffic Safety Coalition meetings, Invoice training and tracking, year-end reports, Participation in PPEs, contract reviews, emphasis area expert representative at all NHTSA trainings in emphasis areas for sub recipients, schools and local businesses.

Performance:

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

NHTSA M8PE-25-01: Creative Media Distracted Driving**Subrecipient:** State Approved Media Vendor

Funding Source	Funds Granted	Funds Expended	Project Status
Section 405E	\$400,000.00	\$398,439.13	Discontinued

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 2025, 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 went into effect in 2019. In accordance with NHTSA regulations, the television spots will be closed-captioned for the hearing impaired. The creative will support law enforcement, including National Distracted Driving Month in April 2025 as well as sustained enforcement throughout FFY 2025. 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: The Rhode Island Police Chiefs Association conducted attitudinal and messaging research and developed the "Not Now" campaign. This creative project used emotional appeal and was designed to reach the adult audience between the ages of 18 and 49 years of age. The campaign included paid, social, and earned media.

NHTSA M8PE-25-02: Paid Media Distracted Driving**Subrecipient:** RIPCA

Funding Source	Funds Granted	Funds Expended	Project Status
Section 405E	\$400,000.00	\$400,000.00	Discontinued

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 2025) as well as during sustained enforcement. Our primary target audience will be adults between 18 to 49 years old. As stipulated by contract, the selected vendor will conduct a comprehensive post-by analysis, which will serve as the evaluation for this project.

Performance: The Rhode Island Police Chiefs Association paid media outlets to broadcast their "Not Now" Distracted Driving campaign. This project used emotional appeal and was designed to reach the adult audience between the ages of 18 and 49 years of age. The campaign included paid, social, and earned media.

4.5 Motorcycles

Problem Statement

From 2016 through 2025, 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 10 motorcyclist fatalities in 2025, which is higher than the 8 in 2024, but lower than the 16 in 2023. This resulted in the five-year average motorcyclist fatalities to be 11. Unhelmeted fatalities five-year average was 7, which is on par with recent years but higher than before 2020. Over the period of 2021-2025, 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 4.9 summarizes the motorcycle performance measures and targets identified in the 2025 HSP. The relationship between the individual projects and the motorcycle performance measures is described in **Table 4.9**.

Table 4.9 Motorcycle-Related Performance Measures

Performance Targets	Performance Update
Reduce the five-year average motorcyclist fatalities to 14 (3HSP) or below by December 31, 2025.	Number of five-year average motorcycle fatalities was 11.
Reduce the five-year average unhelmeted motorcyclist fatalities to 7 (3HSP) or below by December 31, 2024.	Number of five-year average unhelmeted motorcycle fatalities was 7.

Planned Activities and Funding

The 2025 HSP identified two 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 4.10** lists the project; the relevant performance measures; the Funds Approved to each project; and the project status.

Table 4.10 FFY 2025 Motorcycle

Activity Number	Activity	Funding Granted	Funds Expended	Project Status
M8*MC-25-01B	Salaries (Motorcycle)	\$75,000.00	\$1,608.10	N/A
M11MA-25-01	RIPCA Motorcycle Awareness Program Media	\$50,000.00	\$50,000.00	Complete

Project Descriptions

In FFY 2025 OHS pursued two 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 2025 fiscal year.

NHTSA M8*MC-25-01B: Salaries (Motorcycle)

Subrecipient: Office on Highway Safety

Funding Source	Funds Granted	Funds Expended	Project Status
Section 405E Flex	\$75,000.00	\$1,608.10	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-25-01: RIPCA Motorcycle Awareness Program Media

Subrecipient: RIPCA

Funding Source	Funds Granted	Funds Expended	Project Status
Section 405F	\$50,000.00	\$50,000.00	Complete

Description:

OHS will enter a contract with a State approved media vendor to purchase advertising space for Motorcycle Safety Awareness. When OHS implements a media plan we receive reach and frequency numbers and impressions listed to determine the "penetration of the target audience." Our primary target audience will be adults ages 18-49. The date of the campaign is May 2025, and the message will be to all

MV operators that "Motorcycle Safety Is a Two-Way Street." We will assure that our creative media be showcased via social media, TV ads, radio, and out-of-home media such as billboards and bus sides.

Performance:

RIPCA continued their "Two Way Street" campaign through social media, a PEP ad partnership with the Rhode Island Broadcasters Association, and paid Spanish language radio and digital advertising.

4.6 Young Driver

Problem Statement

The number of younger driver related fatalities was four in 2025 and three in 2024, maintaining below the spike of 13 in 2017. This helps to drive the five-year average at 5, 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 2025, they represent 11 percent of all fatalities.

Performance Measures and Targets

Table 4.11 summarizes the younger driver performance measures and targets identified in the 2025 HSP. The relationship between the individual projects and the program area performance measures is described in **Table 4.11**.

Table 4.11 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 (3HSP) or below by December 31, 2025.	Number of young drivers (age 16 to 20) involved in fatalities decreased to 4 in 2025, resulting in a five-year average of 5.

Planned Activities and Funding

The 2025 HSP identified seven projects to address the above performance measure and make progress towards the targets. **Table 4.12** lists the projects, including the relevant performance measures; the Funds Approved to each project; and the project status.

Table 4.12 FFY 2025 Younger Driver

Activity Number	Activity	Funding Granted	Funds Expended	Project Status
M8*TSP-25-01	Salaries (Young Drivers)	\$125,000	\$90,692.19	N/A
402TSP-25-05	"In the Driver's Seat"-Impaired Driving Education for High Schoolers	\$17,380.00	\$11,423.75	Complete

Activity Number	Activity	Funding Granted	Funds Expended	Project Status
M5PEM-25-01	CCAP High School Education Program	\$93,129.62	\$93,061.23	Complete
402TSP-25-02	Young Voices Keeping Young Drivers Safe	\$39,924.68	\$36,884.48	Complete
402TSP-25-03	RISAS - Youth Driven program	\$140,817.50	\$135,795.47	Complete
402TSP-25-04	RIIL Interscholastic League – Traffic Safety Is a Team Sport	\$129,983.93	\$129,983.93	Complete
402TSP-25-01	ThinkFast Interactive High School Education Program	\$150,000.00	\$147,400.00	Complete

Project Descriptions

In FFY 2025 OHS pursued seven younger driver projects to help meet the performance targets.

The following are descriptions of the younger driver projects, including the project title and outcome of the project over the 2025 fiscal year.

NHTSA M8*TSP-25-01: Salaries (Young Drivers)

Subrecipient: Office on Highway Safety

Funding Source	Funds Granted	Funds Expended	Project Status
Section 405E	\$125,000.00	\$90,692.19	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 TSP-25-02: Young Voices Keeping Young Drivers Safe**Subrecipient:** Young Voices

Funding Source	Funds Granted	Funds Expended	Project Status
Section 402	\$39,924.68	\$36,884.48	Complete

Description:

Young Voices (YV) is eager to continue strengthening our decade-long partnership with RIDOT. YV has been designing and delivering successful youth-led traffic safety education across Rhode Island since 2013. Our programs consistently respond to emphasis areas in the HSP including young drivers, pedestrians, and bicyclists. This work must continue. YV is committed to bringing student leadership and perspectives into traffic safety until we reach our statewide goal of zero fatalities on RI roadways. As we look ahead to the 2024-2025 school year, it is critical that we expand upon our mission to advance young driver, cyclist, and pedestrian safety in Rhode Island. Based on findings and feedback from youth, maintaining safe streets begins with educating future leaders in best practices regarding use of infrastructure. It is crucial that these knowledge systems are incorporated early into child development and reinforced at regular touchpoints. To advance this mission, Young Voices will again implement two distinct projects within the FFY 2025 grant cycle. The first will be a six-week Urban Development summer workforce program that incorporates the professional expertise of civil engineers, municipal officials, and city planners to provide youth with a deeply immersive experience in urban living and design. Youth will be exposed to high-demand, high-wage careers in engineering and learn about how cutting-edge science can be used to address complex societal problems. The second will be an expansion of our Simon the Safer Street Sloth mascot to include an online media portal and corresponding app targeted toward elementary school-aged youth. These projects are highly relevant to OHS statewide efforts to influence sustained change in youth vehicular and pedestrian behaviors. Most approaches focus on "action-oriented guidance," such as the importance of Graduated Driver Licensing. But if youth are simply told of these outcomes by adults instead of their peers, they are more likely to ignore the information, no matter how well-meaning. Our Urban Development summer program will upend this arrangement by putting youth in direct contact with the same data and resources as our state's civil engineers, allowing them to monitor the difference for themselves. Young Voices will build upon our history of success in young pedestrian, cyclist, and driver education by coordinating our summer curriculum in Urban Development. As many as 15 low-income students from urban centers in Rhode Island including Providence, Pawtucket, Cranston, and Central Falls will analyze the structural deficits of Providence's thoroughfares and, with the aid of experienced industry mentors, participate in hands-on workforce training to create and implement a series of recommended changes that promote equity, sustainability, and green living. We will also build out our informational storybook and animated PSA from the past three years into a full-fledged media portal and phone app that quizzes youth knowledge in the basics of pedestrian safety.

Through these two parallel initiatives, Young Voices will be uniquely positioned to effectively influence sustained behavior change among diverse low-income youth and their surrounding communities. Specific focus is placed on Young Drivers and Bicycle Users, Pre-School Age and Elementary Pedestrians, and Sharing the Road initiatives for bicyclists. FFY 2025 Young Voices Project Timeline: October 1, 2024 - September 30, 2025; monthly tasks: invoicing to RIDOT; attending Traffic Safety Coalition meetings; documenting work in timely narrative reports.

Performance:

Young Voices recruited another team of 15 high school youth and one Youth Project Leader from urban centers in Providence, Pawtucket, Cranston, and Central Falls to participate in a six-week Urban Development summer workforce program from July 5th - August 14th 2025. 17 students participated in total.

All participants in the Urban Development program completed a pre- and post-test survey showing their growth in a number of target knowledge areas focused on driver, pedestrian, and bicycle safety.

Young Voices recruited a team of 10 youth to organize and facilitate a regular Community Conversation Series joining intergenerational stakeholders in engineering, city planning, traffic safety, public safety, and social policy. Young Voices held three focus groups throughout FFY 2025 and each had 20+ youth and adult participants. Some of the topics covered were urban area transit and infrastructure, as well as intersection of law enforcement and highway safety. The participants engaged in open and respectful dialogue with local officers and transportation safety officials, exploring both the protective and complex roles police play in promoting road safety.

NHTSA 402TSP-25-05: "In the Driver's Seat"-Impaired Driving Education for High Schoolers

Subrecipient: Bristol Prevention Coalition

Funding Source	Funds Granted	Funds Expended	Project Status
Section 402	\$17,380.00	\$11,423.75	Complete

Description:

The Bristol Prevention Coalition will deliver impaired driving education to students in Bristol County high schools throughout the school year. The program, "In the Driver's Seat" takes a hands-on approach to impaired driving education through fatal vision kits which will allow students to wear goggles that simulate what it would be like to drive impaired both under the influence of alcohol and cannabis. They will then try to go through different obstacles to see the dangers and difficulties that come with impairment. This program will be evaluated throughout the year with pre and post surveys and the Bristol Prevention Coalition will share those results in their detailed monthly invoice reports to the OHS.

Performance:

Bristol Prevention and "In the Driver's Seat" conducted 7 presentations reaching 680 students. Presentations covered Alcohol and Drug impairment, as well as distracted driving. This educational program would occur during the school year, especially around prom time. The program and grant manager made new connections to other prevention coalitions over the year, which aided in their growth of the program for FFY 2026.

NHTSA M5PEM 25 01: CCAP High School Education Program**Subrecipient:** Comprehensive Community Action Inc.

Funding Source	Funds Granted	Funds Expended	Project Status
Section 405D MID	\$93,129.62	\$93,061.23	Complete

Description:

The Cranston and the Coventry Substance Abuse Prevention Community Task Forces, under the leadership of Comprehensive Community Action Program (CCAP) will use NHTSA funding to address impaired driving by youth (alcohol/marijuana, other substances). We know that younger drivers show higher rates of car crashes, higher rates of substance use due to cognitive development, peer influence, and risk-taking behavior. The program's target audience will be parents of middle and high school aged youth in Coventry and Cranston communities. Specifically, the program will provide opportunities for increased awareness and education and monitor available data measures and local DOT/police reports to review success. The program intends to promote awareness through the development of a media piece that will be aired on both Facebook and television. The program will leverage local prevention funding to increase public service announcements (through social media and other communication channels) to broaden its reach. Its evaluated success will be documented by collecting post parent surveys, reviewing local and stateside student assessments, obtaining crash and offense data om police traffic stops, and the number of social media views and other digital marketing measures. Fatal vision goggles will also be used to further awareness of how substances impair persons.

Performance:

Fatal Vision Alcohol Goggles and the Fatal Vision THC Goggles Campaign Kit was purchased and used with Physical Education and Health teachers in Cranston and Coventry. A video targeting parents in Cranston and Coventry, reminding them to talk to their young drivers about impaired driving, was created and placed on over the air television and on social media. The PSA generated more than 1.4 million impressions, far more than the goal of reaching 6,540 Cranston and Coventry middle and high school students and parents. They distributed 300 evaluation surveys via social media and list-serve e-mails. The survey garnered 28 respondents with 54 percent of respondents indicating they believed the messaging was easy to understand. A majority believed the PSA will get parents to consider what they might say to their children about impaired driving.

NHTSA 402TSP-25-03 : RISAS - Youth Driven Program**Subrecipient:** RISAS (RI Student Assistance Services)

Funding Source	Funds Granted	Funds Expended	Project Status
Section 402	\$140,817.50	\$135,795.47	Complete

Description:

According to NHTSA's most recent data 42,795 people died on U.S. roads in 2022, one of the largest numbers of fatalities since 2007. Students and families across Rhode Island have been impacted by traffic fatalities and Youth Driven participants are eager to continue making Rhode Island's roads safer to prevent any more tragedies from happening. In 2019, almost 2,400 teens in the United States aged 13–19 were killed and about 258,000 were treated in emergency departments for injuries suffered in motor vehicle crashes. Statistics on teen fatalities are already too high when looking at speed, alcohol/drug impairment, underage drinking, distracted driving, and driving inexperience.

The Youth Driven program, put forth by RISAS and supported by RIDOT's Office on Highway Safety, assumes a comprehensive approach to ensure that this population of motorists are educated, enlightened and most importantly, safe while venturing out onto Rhode Island roadways. Youth Driven's annual summit and yearlong leadership program reaches students in 9-12th grades across the state of Rhode Island. There is a summer summit that happens at the end of July/beginning of August each year at a local college/university and is followed up with year-long action plans that the attending students bring back to their schools/communities for the remainder of the fiscal year. The summit educates on various traffic safety emphasis areas including seatbelt safety, distracted driving, speed safety, and impaired driving. This year the summit is being held at Bryant University, July 30th- August 1st, 2024. In 2025 the dates will be similar to those in 2024 pending availability of the college and speaker schedules. RISAS will utilize an evaluation service/contractor to determine the effectiveness of the youth safety program. Surveys will be administered at the beginning and end of training and workshops. The outside evaluator will measure changes in students' and adults' attitudes toward risky behaviors and their level of understanding of highway safety related topics at the beginning and end of the summit.

Performance:

1. Youth Driven completed the following 10 deliverables.
2. Coordinate and facilitate a year-round highway traffic safety-focused youth program. This is a two-tiered program. The first tier is the summer educational and training summit, and the second tier is the implementation of the traffic safety-focused action plans in their school/communities that were designed during the summit program.
3. Ensure that the summit and its educational content is traffic safety and substance use prevention focused. (Emphasis areas covered include impaired driving, distracted driving, seatbelt safety, and speed safety).
4. Recruit high school students to participate in the summer Youth Driven summit. Eighth graders coming into their first year are acceptable summit participants through 12th grade.
5. Recruit adult advisors to attend summer summit and support students to create their post summit action plans. There must be an adult advisor present for every school community, and they will remain on site throughout the duration of the summit. Adult Advisors must be 21+ and we hope to recruit from the schools themselves. Each adult advisor will be required to complete a full background check including a national criminal background check and a sex offender registry check.
6. Hold action planning meetings following the summit that assist students in reaching their targeted objectives and goals within their action plans.
7. Oversee the development of social media content in coordination with RI's Office on Highway Safety efforts and the NHTSA traffic safety campaign calendar. Supports a social media intern to create the targeted traffic safety emphasis area content.
8. Maintain tracking of evaluation results and plan for continuous improvement.
9. Present year-round educational presentations to middle school and high school students teaching refusal skills around how to safely avoid getting into a car with an impaired driver. The presentations will be called "Excuse Yourself" and will be facilitated in the classroom or as an assembly in person and virtually. "Excuse Yourself" will be presented in at least 10 schools during the 2024-25 school year. The objectives of the presentations are to teach refusals skills, prepare students on how to keep themselves safe from an impaired driver, encourage students to assess a situation and excuse themselves without escalating it and, to build students' self-confidence to react in real life situations where they might be at risk of riding in a car with an impaired driver.

10. Ensure outreach efforts reach underserved diverse communities. Ensure presenters for the summer traffic safety summit use inclusive language and engage a diverse population of youth. Ensure transportation is provided to and from the summer summit for youth in underserved communities.
11. Support and track youth safety events specifically targeting traffic safety emphasis areas throughout the year in participating schools and communities.

NHTSA 402TSP-25-03: RIIL Interscholastic League – Traffic Safety Is a Team Sport

Subrecipient: RIIL Interscholastic League

Funding Source	Funds Granted	Funds Expended	Project Status
Section 402	\$129,983.93	\$129,983.93	Complete

Description:

This program is intended to further the achievement of OHS's younger driver, impaired driving, occupant protection, speed, and distracted driving performance targets. OHS will continue the strategic partnership with the Rhode Island Interscholastic League to assist in the goal of Zero Deaths. Between 2017 and 2021, approximately 25 percent of all roadway fatalities involved unbelted drivers. The Rhode Island seat belt use rate was 89.1 percent, compared to the national rate of 90.7 percent. Belt use rates for occupants between the ages of 16 and 24 tend to be lower than the use rates of other age groups. Research finds positive results from direct interaction and engagement with parents to better equip them to supervise and manage their teens driving during the Graduated Driving License phase. The RIIL will educate and communicate safe driving, helping to foster a safety culture via highly visible A-frame and digital signage, Public Address system announcements, web banner ads, social media campaigns, digital program ads, radio and streaming television ads, and meeting with school leaders. This is a statewide program that will take place from October 2024 – September 2025, including during summer training. Anticipated community reach is 5,000 coaches and 36,000 student athletes with anticipated spectator attendance of 67,000 at events. The RIIL will measure impressions and clicks on all web banner ads.

The RIIL will conduct an analysis to determine the types of communication/campaigns that get the most interaction. Responses to the request for coaches, athletic directors, and student athletes will be tracked to determine participation.

Performance:

RIIL conducted five educational presentations that reached 3,500 attendees with the following messaging: *Click It or Ticket, U Text U Drive U Pay, and Drive Sober or Get Pulled Over*. RIIL's Traffic Safety Pledge was administered via digital form submission at student leadership conferences, as well as at meetings for coaches and athletic directors. Responses are being tracked to show how many participants have pledged to drive safely during the most recent academic year. The program reached more than 70,000 fans at RIIL State Championship events and generated more than 75 million web banner impressions.

NHTSA 402TSP 25 01: ThinkFast: Interactive High School Education Program**Subrecipient:** TJohn E. Production

Funding Source	Funds Granted	Funds Expended	Project Status
Section 402	\$150,000.00	\$147,400.00	Complete

Description:

Year after year, data repeatedly shows that car crashes are a leading cause of death for teens and young drivers. It is crucial that this vulnerable demographic receive the proper education and awareness on highway safety. Think Fast Interactive, created by TJohn E Productions, is an interactive Project and Subrecipient Information game show style program that blends critical highway safety messaging with pop culture to command youth's engagement and attention at high school and middle school assemblies. The production educates on multiple safety emphasis areas including Distracted Driving, Impaired Driving, Speeding, Occupant Protection, GDL (Graduated Driver's License) Laws, RI General Law, and Pedestrian/Bicycle Safety. The goal of ThinkFast is to empower Rhode Island middle and high school youth across the state to make more educated and safe decisions when on Rhode Island roadways as either an occupant or as a driver. Reaching up to 50 schools by the conclusion of each school year hitting grades 6-12, this program exposes youth to important targeted highway safety information with a strong retention rate. This program is held throughout the entirety of the fiscal year starting on October 1st, 2024 and going to September 30th, 2025, for the FFY 2025 program year. ThinkFast targets Rhode Island Middle and High School aged youth (approximately 50 schools) in grades 6-12 looking to focus in on both young drivers and young occupants in vehicles. To measure the success of the program throughout the school year, pre and post examinations are administered.

This ensures the program's success by measuring youth's knowledge of traffic safety emphasis areas, and identifying what areas each school or grade needs to focus in on. The results of these surveys are compiled and put into a formal report by TJohn E Productions and sent to RIDOT's Office on Highway Safety annually. These results are featured in the OHS's Annual Report.

Performance:

Teen Driver Safety Program: During the FFY 2025 fiscal year ThinkFast Interactive (TFI) presented 26 programs across 23 high schools, effectively reaching 8,304 high school students. All 23 schools participated in evaluation efforts, completing 3,718 pre-surveys and 1,557 post-surveys.

Passenger Safety Program: During the FFY 2025 fiscal year ThinkFast Interactive (TFI) presented 17 programs across 13 middle schools, engaging 3,424 young participants. All thirteen schools participated in evaluation efforts, completing 2,188 pre-surveys and 1,907 post-surveys.

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 7 pedestrian fatalities in 2025 resulting in five-year average pedestrian fatalities of 9. This does meet the 2025 target of 9.

There were 2 bicyclist fatalities in 2025, which is lower than the 5 bicyclist fatalities in 2024 and comparable when compared to recent years. The five-year average bicyclist fatalities stayed at 2 from 2024, 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 4.13 summarizes the pedestrian and bicyclist-related performance measures and targets identified in the 2025 HSP.

Table 4.13 Pedestrian and Bicyclist Performance Measures

Performance Targets	Performance Measures
Reduce the five-year average number of pedestrians in fatal crashes to 9 (3HSP) or below by December 31, 2025.	The five-year average of pedestrian fatalities was 9 in 2025.
Reduce the five-year average number of bicyclist fatalities to 1 (3HSP) or below by December 31, 2025.	The five-year average of bicycle fatalities was 2 in 2025.
Reduce the five-year average number of impaired pedestrian fatalities to 1 (3HSP) or below by December 31, 2025.	The preliminary number of alcohol-related pedestrian fatalities is zero at time of this publication.

Planned Activities and Funding

The 2025 HSP identified six other road user projects to address the above performance measures and make progress towards the targets. **Table 4.14** lists the projects; the relevant performance measures; the Funds Approved to each project; and the project status.

Table 4.14 FFY 2025 Pedestrian and Bicycle

Activity Number	Activity	Funding Granted	Funds Expended	Project Status
402PS-25-03	RI Municipality Grant Funded Pedestrian Enforcement	\$198,471.06	\$101,574.80	Complete
402PS-25-02	Bike Newport Road Share Education	\$118,581.79	\$118,581.79	Complete
402PS-25-01	RI Bike Coalition - Statewide Smart Cycling Education	\$18,653.00	\$7,082.55	Complete
BGSP- 25-01/ FHPE-25-01	WRWC Red Shed Bicycle Safety Programs for Youth	\$134,642.13 \$5,111.37	\$156,512.80	Complete
402PS-25-03	URI PD Grant Funded Pedestrian Enforcement Patrols	\$1,600.80	\$0.00	Complete
M8*PS 25-01	Salaries (Pedestrian/Bicycle)	\$150,000.00	\$157,946.51	N/A

Project Descriptions

In FFY 2025 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 2025 fiscal year.

NHTSA 402PS-25-03: RI Municipality Grant Funded Pedestrian Enforcement

Subrecipient: RI Municipal Police Departments

Funding Source	Funds Granted	Funds Expended	Project Status
Section 402	\$198,471.06	\$101,574.80	Complete

Description:

This task provided funds to enable approximately 21 municipal law enforcement agencies with trained officers in FFY 2025 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 FFY 2025 grant funded pedestrian safety patrols, law enforcement departments with certified officers worked a total of 1,077 hours and issued a total of 787 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 Law Enforcement municipalities again in FFY 2026 to continue their important work in ensuring the safety of vulnerable road users in our state.

NHTSA 402PS 2502: Bike Newport Road Share Education**Subrecipient: Bike Newport**

Funding Source	Funds Granted	Funds Expended	Project Status
Section 402	\$118,581.79	\$118,581.79	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 2025. 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 FFY 2025 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.

Performance:

During the 2025 fiscal year, Bike Newport continued to educate and inform their community on bicycle safety and proper road sharing behaviors for all road users. Over the course of the year they were able to deliver 498 educational presentations to various audiences and reached 3000 plus members of their community. They also reach over 40,000 viewers with their appearance on two TV shows during the year. 693 pre and post surveys were completed in 2025 by participants in their educational programs. Age-appropriate surveys were created by the education department using rules of the road guidelines from the League of American Bicyclists and best practices of bike safety teaching. 'Tell Us About Your Ride' survey for cyclists to provide feedback regarding their perceptions of safety and comfort riding to destinations in Newport. The responses were used to inform improvement in both infrastructure and education. There were a number of positive takeaways from Bike Newport's survey responses this year. Riders were consistently extremely positive about the temporary dedicated/separated bike lanes for the Newport Folk Festival, specifically 1) feeling much safer, and 2) requesting more separated/safe bicycle infrastructure on Aquidneck Island. Students of all ages learned a lot about bike safety in class and on bikes. The on-bike out-of-classroom experiences are especially enjoyable and valuable to students. Program participants improved their cycling behaviors by putting into practice what they learn in bike safety classes. All students that attended bicycle safety education programs by Bike Newport Educators had 100% understanding of the correct way to wear their helmet, knew the reason for wearing a helmet, knew hand signals to use while riding, could recognize different street signs, knew to wear bright clothing and knew to ride on the right side of the road while correctly using all road infrastructure by the end of the education course. RIDOT is looking forward to another year of partnership with Bike Newport in 2026.

NHTSA 402PS-24-03B FLEX: RI Bike Coalition - Statewide Smart Cycling Education**Subrecipient:** Rhode Island Bike Coalition

Funding Source	Funds Granted	Funds Expended	Project Status
Section 402	\$18,653.00	\$7,082.55	Complete

Description:

Even with the state education program, the Rhode to Bicycle Safety, in public schools, there is a need for additional bike safety education in Rhode Island. According to Countermeasures That Work (2023) education focused on “basic bicycle handling skills, traffic signs and signals, how to ride on streets with traffic present, proper helmet use, bicycle safety checks, and bicycle maintenance” (10-29) improve cyclist outcomes.

The target audience for the proposed Smart Cycling Education program includes various age groups from multiple communities. This program is a flexible and customizable program that is fully responsive to a wide variety of communities. For the school age population and adults new to cycling, RI Bike will employ the standard League of American Bicyclists’ three- or five-day curriculum which includes a classroom section, as well as practical application outside where possible. In addition to school children, they 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. RI Bike will deliver programming to individual adults, groups at senior centers, in congregate living settings, as well as popup programs at farmers’ markets, and neighborhood festivals. They will also continue to collaborate with local police, Parks and Recreation Departments and hospitals to provide bike safety educational services for road safety events and other community gatherings. Finally, in FFY 2025 RI Bike will design and deliver intergenerational programs so parents, guardians and grandparents can learn with and alongside young children. All of the above will be a customized mix of formal teaching and practical on-bike experience. The overall aim of this 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. In addition, the events generally include helmet fit checks, maintenance assistance and written literature for older children and caregivers.

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 created and utilized. The program will conduct an administrative evaluation by tracking how many teaching hours are programmed, accounting for the various constituencies/communities we have reached, tracking and following up on requests from agencies and individuals, inventorying and maintaining the equipment we purchase, and tracking funds spent carefully. Second, the program will employ the League of American Bicyclists’ Smart Cycling pre and posttests for the standard courses. In addition, the youth programs will include short interviews with young students’ parents/guardians to obtain adult perspectives on youngsters’ progress. Additionally, 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:

During the 2025 fiscal year, the Rhode Island Bicycle Coalition encountered some difficulty getting their smart cycling education out to the general public in Rhode Island. They attribute part of this to the success of the Rhode to Bicycle Safety program being offered in schools throughout the state by the Woonasquatucket River watershed Council’s Red Shed bicycle education program. Over the course of the

year, they were able to conduct 7 educational bicycle presentations and reached 215 attendees. They unfortunately did not accomplish their goal of initiating a balance bike program but were able to expand their reach to interacting with senior centers and older cyclists in local communities. They used grant funds to purchase guidance manuals for smart cycling instructors, bicycle safety quick guides, and ABC Quick Check bookmarks for students and parents of students. In 2026, they are looking to expand their reach and develop a stronger survey tool for their smart cycling education courses. RIDOT is looking forward to another year of partnership with RI Bike in fiscal year 2026.

NHTSA BGSP 2501/FHPE 2501: WRWC Red Shed Bicycle Safety Programs for Youth

Subrecipient: Woonasquatucket River Watershed Council

Funding Source	Funds Granted	Funds Expended	Project Status
Section 405G	\$134,642.13	\$156,512.80	Complete
Section 405H	\$5,111.37		

Description:

Youth cyclist safety is a critical issue in Rhode Island and taken very seriously by the Woonasquatucket River Watershed Council. The Woonasquatucket River Watershed Council's (WRWC) Red Shed youth cycling education programs offer a proven and effective method for increasing bicycle safety skills and knowledge among children. One of their programs, Rhode to Bicycle Safety, is a four day, in school, on bike education program that teaches Rhode Island fifth graders the basics of bicycle riding and safety. WRWC's Red Shed bicycle safety education programs primarily serve students between the ages of 8 and 12 years old, living in Rhode Island. Additionally, their Bike Camp and Rhode to Bicycle Safety program prioritize students living in Providence and Title I schools that serve a high proportion of low-income students. Students living in low-income families and neighborhoods are less likely to travel by car, and as a result, are more likely to rely on alternative transportation including bicycles. WRWC's bicycle education programs include Rhode to Bicycle Safety, a summer Bike Camp, an all-girls Bike Camp, Field Days at Riverside Park, and a High School bike mechanics course at the MET School in Providence. All these programs are evaluated and take place throughout the entire fiscal year. For the in-school R2BS program WRWC will continue to use the evaluation model developed during the successful 2019 pilot. Post-course evaluations will also be collected from teachers involved with the program at each school. Their camp and after-school programs also use pre/post tests to evaluate what campers have learned. In addition, their staff conducts observational evaluations of each camper's on-bike safety and handling skills throughout the programs. The OHS is looking forward to another successful year in FFY 2026, helping youth gain access to such important cyclist safety education.

Performance:

Rhode to Bicycle Safety was offered at 25 elementary schools and reached 1598 total students in their on-bike, in-school education in FFY 2025. This is the largest number of schools and students reached so far in this program. WRWC's Red Shed Bicycle Safety Summer Camp reached 93 campers between the ages of 8 and 13 this year, also an increase from last year. Additionally, the Red Shed April Girls Bike Camp is a 5-day program for campers between the ages of 8 and 13 but attendance this year was lower than they have measured in previous years, and they are planning for how to improve this in 2026. 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 for the box truck they purchased in 2023. All funds were spent. WRWC utilizes pre- and post- examinations 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 FFY 2026 as they deliver their education to communities and youth across the state.

NHTSA 402PS-25-03: URI PD Grant Funded Pedestrian Enforcement Patrols

Subrecipient: URI Police

Funding Source	Funds Granted	Funds Expended	Project Status
Section 402	\$1,600.80	\$0.00	Complete

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 FFY 2025. 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 did not spend any of their awarded funds in Pedestrian education and enforcement during the 2025 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 FFY 2026 to continue their important work in ensuring the safety of vulnerable road users.

NHTSA M8*PS 25-01B: Salaries (Pedestrian/Bicycle)

Subrecipient: OHS

Funding Source	Funds Granted	Funds Expended	Project Status
Section 405E FLEX	\$150,000.00	\$157,946.51	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.

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 4.15 summarizes the traffic records performance measures and targets identified in the 2025 HSP.

Table 4.15 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 2025 HSP identified five traffic records projects to address the above performance measures and make progress towards the targets. **Table 4.16** lists the eleven projects, including funds approved for each project, and the project status.

Table 4.16 FFY 2025 Traffic Records

Activity Number	Activity	Funding Granted	Funds Expended	Project Status
B3SA-25-01/ 402TR-25-01	RISP State RMS/CAD	\$910,132.75	\$910,132.75	Complete
M3DA-25-03	DOH EMS Maintenance Contract Fee	\$184,596.87	\$152,152.02	Complete

Activity Number	Activity	Funding Granted	Funds Expended	Project Status
B3TRP-25-01	Salaries (OHS Traffic Records Position Support)	\$75,000.00	\$1,909.25	N/A
M3DA-25-04	MIRE Data Enhancement Project	\$100,000.00	\$21,400.61	Complete

NHTSA B3SA-25-01/402TR-25-01 : RISP State RMS/CAD**Subrecipient: RISP State RMS/CAD**

Funding Source	Funds Granted	Funds Expended	Project Status
Section 405C and 402	\$910,132.75	\$910,132.75	Complete

Description:

Today, Rhode Island law enforcement agencies are entering data into stand-alone records management systems within each agency. The use of these independent systems has created data silos making statewide analysis of traffic data cumbersome, unreliable, inaccurate, and inefficient. The creation of a statewide System allows agencies to follow a standardized approach to data collection and reporting in one centralized database. The System will allow for more timely and accurate data sharing with internal and external stakeholders, including the Rhode Island Department of Transportation (RIDOT). Today, there can often be a significant delay (ranging from hours to days) in notifying the Office of Highway Safety of collisions that involve fatalities and serious injuries. The System will be configured in such a way that it will support the immediate notification to one or many stakeholders when this type of incident occurs.

The Statewide CAD and Records Management System will serve as an invaluable tool to collect data on parties involved in traffic related incidents, including their place of residence, age, sex, race, and/or ethnicity. Using this data, agencies will be able to better identify if a "population, demographic, road user group, or geography is disproportionately impacted from the deaths, injuries, and property damage that are an outcome of a crash" (Rhode Island Department of Transportation, 2023). With RIDOT's expected implementation of MMUCC 6 Standards, the Statewide CAD and RMS project will implement the newest version of the Rhode Island crash report when it becomes available, further enhancing the data that is collected by agencies across the state.

With the Statewide CAD System, RIDOT's Traffic Management Center will automatically receive digitized and standardized incident-related data in real-time, reducing the amount of time and effort spent monitoring and manually entering information. By sharing the CAD System's standardized and statewide incident data with the TMC, the quality, consistency, and comprehensiveness of such data will be improved at RIDOT, providing enhancements to traffic incident management across the state.

With earlier verification of incidents, the TMC will be able to alert road users of traffic-related incidents sooner, which in turn will allow motorists to adjust their travel patterns/plans to avoid incident areas and will increase road user awareness of lane blockages ahead. These important improvements are expected to contribute to a decrease in secondary crashes throughout the State.

Performance:

During the period of December 2024, the RISP team along with local agencies continued their work in the system. RISP met a critical milestone in December 2024, which was the vendor demonstrating various Rhode Island specification features and functionality that they built into their application. This includes, but is not limited, to the RI Crash Report, RI electronic citation, RI court complaint forms, and other RI specific features and functions.

During the month of April 2025, RISP continued with go-live with support being received from CSI. Newport Police Department and Middletown Police Department also went live with the system on April 8, 2025, and April 22, 2025, respectfully.

During the month of September 2025, they continued their efforts supporting agencies that are already implemented and worked with additional agencies to train and take them live. In September 2025, Burrillville Police Department, Cumberland Police Department, and Tiverton Police Department all went live on the system. The RISP continued their support of additional agencies that will go live through October, November, and December 2025.

Through the implementation of the Statewide Records Management System, RISP is now able to track incident locations more accurately. Users are trained to use exits, mile markers, or other relevant highway landmarks when documenting their crash reports. When doing so, they would be documenting the latitude/longitude of the landmark. Prior to implementing the system, RISP had 7.29% of crash reports including Latitude/Longitude of the crash location. Since implementing the Statewide system, RISP now has over 70% of crash reports that contain latitude/longitude collected.

As part of this project, RISP and participating agencies have realized the critical importance of accurate and up to date documentation, not only for the completion of their reports, but supporting system documentation related to third-party integration. The project has enabled RISP and third-party partners, including RIDOT, to update legacy documentation to accurately reflect current operations.

NHTSA M3DA-25-03: DOH EMS Maintenance Contract Fee

Subrecipient: RIDOH – Center for Emergency Services

Funding Source	Funds Granted	Funds Expended	Project Status
Section 405C	\$184,596.87	\$152,152.02	Complete

Description:

OHS will continue to maintain and improve traffic records and management systems via support of agencies to improve data-driven decision making in traffic safety. NHTSA funds will support the Rhode Island Emergency Medical Services Information System (RI- EMSIS), specifically to supplement the state's vendor, Image Trend, which hosts and maintains the system by improving data identification, collation, and reporting. In 2023, approximately 233,366 NEMSIS v.3 records were submitted from RIEMSIS, of which 10,999 were motor vehicle-related incidents.

Performance:

- › The EMS data manager provided 31 FARS (Fatality Analysis Reporting System) reports to the RIDOT Office of Highway Safety (OHS).
- › All data requests for internal and external partners were fulfilled promptly during the grant year.
- › Efforts were made to improve RI-EMS Information System (RI-EMSIS) input quality by:

- Validating data points
 - Providing monthly data reports with quality measures.
- › Each EMS agency received monthly individualized data quality reports with:
- Suggestions for documentation improvement.
 - Recognition of data successes.
- › These reports were positively received and contributed to improved data completeness:
- Average 93% completeness across all 83 licensed EMS agencies in FY 2025.
- › Data reporting quality improved throughout FY 2025:
- 30% increase in providers reporting ethnicity data (compared to FFY 2024)
- › Race data reporting rose from 42.1% (FFY 2024) to 71.9% (FFY 2025).
- › “Not recorded” responses for race/ethnicity dropped from 58% to 28%.
- › As of October 2025: 92% of EMS agencies report patient race information.
- › 93% of EMS agencies report patient ethnicity information.
- › Improvements attributed to: Enhanced validation rules through National EMS Information System (NEMSIS) version 3.5.0 update and improved documentation practices among EMS providers.
- › A 3% increase in providers reporting alcohol and drug use indicators was noted in FFY 2025
- › 56.2% of motor vehicle crash (MVC) EMS reports included documented occupant safety measures, such as seat belt use. Although this falls short of the initial 80% documentation goal, the upward trend indicates growing compliance among EMS providers. The Center for EMS will continue to address this gap through targeted education and training to improve documentation of occupant safety measures.

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: 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
Section 405C Mid	\$100,000.00	\$21,400.61	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 FFY 2024 work, specifically, OHS will be working toward enhancing data inventory for MIRE Fundamental Design Elements and detailed unsignalized intersection attributes correlated with transportation safety. Having a more complete database of intersection features will help RIDOT advance their Intersection Mitigation programs by identifying, diagnosing, and prioritizing locations using a data-driven, systemic approach.

Additionally, OHS will be supporting the use of empirical and crowdsourced data to inform, expand, and provide quality checks of field collected traffic volume data across modes. These data will help extrapolate 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.

OHS will also work with a consultant to conceptualize ultimately and implement a custom Safety Management System for use by 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.

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	\$75,000.00	\$1,909.25	N/A

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 FFY 2025, 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 2025, which provided additional feedback for the direction of this committee. The FFY 2025 plan update addresses these recommendations. The consultants completed their scope of work for FFY 2025 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.

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 4.17 summarizes the planning and administration performance measures and targets identified in the 2025 HSP. The relationship between the individual projects and the planning and administration performance measures are described in **Table 4.17**.

Table 4.17 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 2025 Annual Report by January 23, 2026 – Completed. Deliver the 2024-2026 Triennial Highway Safety Plan by July 1, 2023 – Completed. Deliver the Federal Fiscal Year 2026 Highway Safety Plan by August 1, 2025 – Completed.

Planned Activities and Funding

The 2025 HSP identified seven planning and administration projects to address the above performance measures and make progress towards the targets. **Table 4.18** lists the projects, the relevant performance measures, the Funds Approved to each project, and the project status.

Table 4.18 FFY 2025 Planning & Administration

Activity Number	Subrecipient	Funding Granted	Funds Expended	Project Status
402PA-25-01	Audit Fees	\$5,408.36	\$2,897.28	N/A
402PA-25-02	Memberships and Dues	\$30,000.00	\$5,924.00	N/A
402PA-25-03	Office Equipment	\$35,000.00	\$1,173.34	N/A
402PA-25-04	Office Supplies	\$30,000.00	\$1,703.79	N/A
402PA-25-05	Prep. of Highway Safety Performance Plan and Annual Program Evaluation Report, support of SHSP activities	\$275,000.00	\$121,567.41	Complete
402PA-25-06	Travel and Training	\$65,000.00	\$3,110.68	N/A
402PA-25-07	Grant Management Application Forms and Training	\$150,000.00	\$41,647.92	N/A

Project Descriptions

The following are descriptions of the Planning and Administration projects, including the outcomes of the projects over the 2025 fiscal year.

NHTSA 402PA-24-01: Audit Fees

Subrecipient: Rhode Island Office on Highway Safety

Funding Source	Funds Granted	Funds Expended	Project Status
Section 402PA	\$5,408.36	\$2,897.28	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-24-02: Membership and Dues**Subrecipient:** Rhode Island Office on Highway Safety

Funding Source	Funds Granted	Funds Expended	Project Status
Section 402PA	\$30,000.00	\$5,924.00	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-24-03: Office Equipment**Subrecipient:** Rhode Island Office on Highway Safety

Funding Source	Funds Granted	Funds Expended	Project Status
Section 402PA	\$35,000.00	\$1,173.34.40	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-24-04: Office Supplies**Subrecipient:** Rhode Island Office on Highway Safety

Funding Source	Funds Granted	Funds Expended	Project Status
Section 402PA	\$30,000.00	\$1,703.79	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-24-05: 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
Section 402PA	\$275,000.00	\$121,567.41	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-24-06: Travel and Training

Subrecipient: Rhode Island Office on Highway Safety

Funding Source	Funds Granted	Funds Expended	Project Status
Section 402PA	\$65,000.00	\$3,110.68	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.

NHTSA 402PA-24-07: Grant Management Application Forms and Training

Subrecipient: Rhode Island Office on Highway Safety

Funding Source	Funds Granted	Funds Expended	Project Status
Section 402PA	\$150,000.00	\$41,647.92	N/A

Description:

Funding to make web-based digital forms for subrecipient grant submissions and reporting.

Performance:

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

This page intentionally left blank.

5

State Attitudes Survey Reports

5.1 Rhode Island Click it or Ticket Campaign 2025 – 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 2025 survey effort surrounding the Click It or Ticket Initiative. The 2025 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 2025 survey results provide an up-to-date estimate comparable to the previous statewide surveys of belt use. Across the 90 observation sites, 14,558 drivers and front-seat outboard passengers were observed during daytime hours. The weighted use rate for these drivers and passengers was 93.0 percent, a 2.5 percent increase from the previous year (2024).

Basic Information and Demographics

In 2025, 512 web awareness surveys were collected. **Table 5.1** summarizes the demographic characteristics of the web survey respondents. Roughly half of respondents were female (51.2%) and (47.9%) respectively were male. The two most common reported age categories for respondents were 60+ years old (33.1%) and second most common age group were 35-49 years old (23.3%). Most respondents were Caucasian (74.4%) followed by African American (10.2%) and Spanish/Hispanic/Latino (6.7%). A majority of the respondents fall into the \$50,000 to \$74,999 income bracket (20.5%). Most of the respondents had bachelor’s degree (33.3%) or High school or equivalent (GED) (33.5%).

Table 5.1 Demographic Characteristics of Survey Respondents

Characteristic	Percentage (%)
Gender	
Male	47.9
Female	51.2
Non-Binary	0.4
No Response	0.6
Total (N)	100% (N=512)
Age	
18-20	3.5
21-34	22.7
35-49	23.7

Characteristic	Percentage (%)
50-59	16.8
60+	33.1
No Response	0.2
Total (N)	100% (N=511)
Race	
Caucasian	74.4
African American	10.2
Spanish/Hispanic/Latino	6.7
American Indian/Alaskan	
Native	1.4
Asian	3.5
Native Hawaiian or Other	
Pacific Islander	0.2
Multiple Responses	1.0
Other & No Response	2.7
Total (N)	100% (N=511)
Income	
Less than \$25,000	10.8
\$25,000 to \$34,999	8.2
\$35,000 to \$49,999	13.7
\$50,000 to \$74,999	21.4
\$75,000 to \$99,999	13.3
\$100,000 to \$149,999	15.1
\$150,000 to \$199,999	6.1
Over \$200,000	3.7
No Response	7.6
Total (N)	100% (N=510)
Education	
Some high school	3.1
High school or equivalent (GED)	33.5
Bachelor's degree	33.3
Master's degree	12.9
Ph.D. or higher	4.1
Trade school	5.2
Other & No Response	7.6
Total (N)	100% (N=513)

Belt Use, Belt Use Change & Belt Ticketing Perceptions

Table 5.2 summarizes the findings for the survey questions. Questions were grouped together with others based on subject similarity.

For the question regarding how often respondents use a seat belt, 89.8% of respondents said they always use a seat belt while only 0.8% said they never use a seat belt. Similarly, when asked about the use of a seat belt in the rear seat, the

majority of the respondents said they always use a seat belt (67.8%) and only 3.7% of the respondents said they never use it.

Table 5.2 Self-Reported Belt Use and Belt Use Change

Question	Percentage (%)
Q6. How often do you wear a seat belt when you drive or ride in a motor vehicle?	
Always	89.8
Nearly Always	6.7
Sometimes	2.3
Rarely	0.4
Never	0.8
Total (N)	100% (N=511)

Question	Percentage (%)
Q6b. When was the last time you did not wear your seat belt (neither lap nor shoulder) while driving?	
Today	3.9
Past Week	5.7
Past Month	5.9
Past Year	5.5
More than a Year	29.9
Don't Know	49.2
Total (N)	100% (N=512)

Question	Percentage (%)
Q7. How often do you wear a seat belt when you are a REAR SEAT passenger in a motor vehicle?	
Always	67.8
Nearly Always	13.3
Sometimes	11.7
Rarely	3.5
Never	3.7
Total (N)	100% (N=512)

Perceptions about the chances of getting a ticket while not wearing a seat belt is shown in the following questions. Only 17.5% of the respondents think that chances are of someone getting a ticket for not wearing a seat belt during daylight hours is "always." Similarly, 13.5% 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 and the after dark scenario, a majority of the respondents think that there is only possibility of "sometimes" to get a ticket. **Table 5.3** shows response-level results.

Table 5.3 Chance of Belt Ticketing

Question	Percentage (%)
Q8. What do you think the chances are of someone getting a ticket for not wearing a seat belt during DAYLIGHT hours?	
Always	17.5
Nearly Always	16.5
Sometimes	41.0
Rarely	21.6
Never	3.2
Total (N)	100% (N=510)
Q9. What do you think the chances are of someone getting a ticket for not wearing a seat belt AFTER DARK?	
Always	13.5
Nearly Always	9.0
Sometimes	37.1
Rarely	33.9
Never	6.5
Total (N)	100% (N=510)

Distracted Driving Habits and Chances of Ticketing

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 1.4 percent and 2.0 percent, respectively. Similarly, the percentage of respondents that reported “Always” or “Nearly Always” send text messages or emails on a hand-held cellular phone while driving was 1.8 and 1.0 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 35.2 percent 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 14.3 and 20.8 percent, respectively. Similarly, the percentage of respondents that reported “Always” or “Nearly Always” think the chances are of someone getting a ticket for sending text messages or emails on a hand-held cellular phone while driving is 15.9 and 18.0 percent, respectively. **Table 4.4** shows response-level results.

Table 5.4 Chance of Distracted Driving Ticketing

Question	Percentage (%)
Q12. How often do you talk on a <u>HANDHELD</u> cell phone while driving?	

Always	1.4
Nearly Always	2.0
Sometimes	15.2
Rarely	33.0
Never	48.4
Total (N)	100% (N=512)

Question	Percentage (%)
Q12b. When was the last time you talked on a <u>HANDHELD</u> cell phone while driving?	
Today	2.7
Past Week	9.6
Past Month	13.3
Past Year	12.9
More than a Year	28.5
Don't Know	33.0
Total (N)	100% (N=512)

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	1.0
Sometimes	13.5
Rarely	22.4
Never	61.4
Total (N)	100% (N=510)

Question	Percentage (%)
Q13b. When was the last time you sent text messages or email on a <u>HANDHELD</u> cell phone while driving?	
Today	1.2
Past Week	9.0
Past Month	12.7
Past Year	7.8
More than a Year	29.5
Don't Know	39.7
Total (N)	100% (N=511)

Question	Percentage (%)
Q14. <u>In the past 90 days</u> , have you read, seen, or heard anything about police being focused on enforcing distracted driving related to <u>HANDHELD</u> cell phone use?	
Yes	35.2
No	64.8
Total (N)	100% (N=512)

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	14.3
Nearly Always	20.8
Sometimes	43.9
Rarely	17.3
Never	3.7
Total (N)	100% (N=510)

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	15.9
Nearly Always	18.0
Sometimes	45.3
Rarely	17.3
Never	3.5
Total (N)	100% (N=510)

Speeding and Perception of Severity of Enforcement & Experience with Enforcement

Respondents were asked about the speed limit violation, and respondents that reported “Always” or “Nearly Always” drive faster than 35 mph on 20 mph road was 2.7 and 5.5 percent, respectively., while respondents who said they “Always” or “Nearly Always” drive faster than 70 mph on 65 mph road was 5.9 and 21.1 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 42.5 percent of respondents said “Yes”. Respondents also asked chances of chances are of someone getting a ticket for driving over the speed limit and 12.7 percent said “Always,” and 26.4 percent said, “Nearly Always.” **Table 5.5** shows response-level results.

Table 5.5 Chance of Ticketing due to Speeding

Question	Percentage (%)
Q17. On a local road with a speed limit of 20 mph, how often do you drive faster than 35 mph?	
Always	2.7
Nearly Always	5.5
Sometimes	27.5
Rarely	37.5
Never	26.9
Total (N)	100% (N=510)

Question	Percentage (%)
Q18. On a road with a speed limit of 65 mph, how often do you drive faster than 70 mph?	
Always	5.9
Nearly Always	21.1
Sometimes	36.5
Rarely	17.2
Never	19.3
Total (N)	100% (N=512)

Question	Percentage (%)
Q19. In the past 90 days, have you read, seen, or heard anything about police being focused on speed enforcement?	
Yes	42.5
No	57.5
Total (N)	100% (N=512)

Question	Percentage (%)
Q20. What do you think the chances are of someone getting a ticket for driving over the speed limit?	
Always	12.7
Nearly Always	26.4
Sometimes	50.4
Rarely	8.4
Never	2.1
Total (N)	100% (N=512)

Impaired Driving - Alcohol

The percentage of the respondents personally witnessing a mobile alcohol breath testing unit where police process drunk drivers in past 90 days was 12.1 percent. When they are asked the chances are of someone getting arrested for drinking and driving, respondents indicated "Always" or "Nearly Always" was 23.2 and 29.5 percent, respectively. While only 1.4 percent of the respondents said the chances are of someone getting arrested for drinking and driving was "Never." **Table 5.6** shows response-level results.

Table 5.6 Chance of Impaired Driving Ticketing - Alcohol

Question	Percentage (%)
Q21. <u>In the past 90 days</u> , how many times have you driven a motor vehicle within 2 hours after drinking alcohol beverages?	
Zeros	83.7
Once or twice	9.0
Three or more times	7.3
Total (N)	100% (N=509)

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	12.1
No	87.9
Total (N)	100% (N=512)

Question	Percentage (%)
Q23. What do you think the chances are of someone getting arrested for drinking and driving?	
Always	23.2
Nearly Always	29.5
Sometimes	40.5
Rarely	5.5
Never	1.4
Total (N)	100% (N=509)

Awareness of Impaired Driving (Alcohol) 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 54.1%. The most frequently reported source of impaired driving messages was the "television" (53.1%) followed

by “*electronic message sign*” (37.9%). Only 15.9 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 58.9 percent of the respondents. The second most recognized slogan was “***Friends Don’t Let Friends Drive Drunk***” among the respondents (42.4%). “***You Drink and Drive, You Lose***” was recognized by 41.0 percent of the respondents.

Table 5.7 shows response-level results.

Table 5.7 Survey Questions 24, 24a and 25

Question	Percentage (%)
Q24. In the past 90 days, have you read, seen, or heard anything about police being focused on enforcing drunk driving laws?	
Yes	54.1
No	45.9
Total (N)	100% (N=512)
Q24b. If Yes, where did you see or hear about it?	
Newspaper	12.6
Radio	25.6
Internet	30.9
TV	53.1
Poster	9.4
Billboard	30.7
Police Patrol	15.9
Electronic Message Board	37.9
Bus Ad	7.6
Other	0.7
Don’t Know	1.4
Total (N)	100% (N=277)
Q25. Do you know the name of any alcohol impaired driving enforcement program(s) in Rhode Island?	
Drive Sober or Get Pulled Over	58.9
The Ripple Effect	20.7
You Drink & Drive. You Lose	41.0
Team DUI	4.3
Friends Don’t Let Friends Drive Drunk	42.4
Please Step Away from Your Vehicle	6.8
Enough!	3.9

Question	Percentage (%)
MADD's Red Ribbon	13.1
Buzzed Driving is Drunk Driving	39.5
Other	0.0
Don't Know	18.8
Total (N)	100% (N=512)

Impaired Driving – Marijuana/Drugs

Since 2023, the survey includes questions about respondents' use of marijuana/cannabis (and other drugs), driving habits, and the perceived impact of these substances on ability to drive safely. Respondents were asked how many times they had driven within two hours of using cannabis/marijuana in the past 90 days. The majority of respondents reported no instance of driving after using marijuana (86.7% in 2025). 93.6 percent of respondents reported no instance of driving after using drugs other than marijuana (i.e., any illegal substances or controlled prescription medications). 48.6 percent of respondents believe that using cannabis/marijuana affects drivers' ability to driver safely a great deal and 55.6 percent of respondents reported that using cannabis would affect their own ability to drive safely a great deal. The majority of respondents were aware that a driver can be arrested for driving under the influence of cannabis/marijuana (90.2% in 2025).

Table 5.8 shows response-level results.

Table 5.8 Survey Questions 26-30

Question	Percentage (%)
Q26. <u>In the past 90 days</u>, how many times have you driven a motor vehicle within 2 hours after using cannabis/marijuana?	
Zero	86.7
Once	3.1
Twice	2.7
Three times	2.0
Four times	0.8
Five or more times	4.7
Total (N)	100% (N=512)
Q27. <u>In the past 90 days</u>, how many times have you driven a motor vehicle within 2 hours after using drugs other than cannabis/marijuana?	
Zero	93.6
Once	1.6
Twice	2.7
Three times	0.2
Four times	0.0

Question	Percentage (%)
Five or more times	2.0
Total (N)	100% (N=512)
Q28. Would using cannabis/marijuana negatively affect a person's ability to drive safely?	
A great deal	48.6
Somewhat	40.8
Not at all	10.6
Total (N)	100% (N=510)
Q29. Would using cannabis/marijuana negatively affect <u>YOUR</u> ability to drive safely?	
A great deal	55.6
Somewhat	26.3
Not at all	17.8
Total (N)	100% (N=505)
Q30. Can someone be arrested in Rhode Island for driving under the influence of cannabis/marijuana?	
Yes	90.2
No	9.8
Total (N)	100% (N=508)

Awareness of Impaired Driving (Marijuana/Drugs) Message and Slogan Recognition

Close to one-fifth (17.4%) of 2025 survey respondents indicated having *read, seen, or heard anything about police being focused on enforcing marijuana/cannabis impaired driving laws* in the past 30 days. Respondents who had seen or heard about seat belt enforcement were then asked about the source and the nature of the message. In 2025, the most frequently reported sources of impaired driving messages related to cannabis were *Television* (52.8%, followed by *Internet* (42.0%), *Radio* (36.0%), and *Billboard* (27.0%). Respondents were also asked if they knew the name of any marijuana/cannabis impaired driving enforcement program in Rhode Island. The most recognized slogans were ***Drive High, Get a DUI*** (identified by 21.3% in 2025) and ***If You Feel Different, You Drive Different***, which was reported by 19.5% of respondents in 2025. **Table 5.9** shows response-level results.

Table 5.9 Survey Questions 31, 32 and 32b

Question	Percentage (%)
Q31. <u>In the past 30 days</u>, have you read, seen, or heard anything about police being focused on enforcing marijuana/cannabis impaired driving laws?	
Yes	17.4

Question	Percentage (%)
No	82.6
Total (N)	100% (N=512)
Q32. If <u>Yes</u>, where did you see or hear about it?	
Newspaper	11.4
Radio	36.0
Internet	42.0
TV	52.8
Poster	12.4
Billboard	27.0
Police Patrol	8.0
Electronic Message Board	21.3
Bus Ad	5.6
Other	6.7
Don't Know	1.1
Total (N)	100% (N=89)
Q32b. Do you know the name of any alcohol impaired driving enforcement program(s) in Rhode Island?	
Drive High, Get a DUI	21.3
The Ripple Effect	10.5
If You Feel Different, You Drive Different	19.5
Other	0.0
No, I do not	37.1
Don't Know	25.4
Total (N)	100% (N=512)

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 28.3 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 5.10** below. The most frequently reported source of seat belt awareness messages was the "*television*" (42.4%) followed by "*billboard*" (30.3%). 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 80.1 percent.

Table 5.10 Survey Questions 10, 10a, and 11

Question	Percentage (%)
Q10. <u>In the past 90 days</u>, have you read, seen, or heard anything about police being focused on seat belt enforcement?	
Yes	28.3
No	71.7
Total (N)	100% (N=503)
Q10a. If <u>Yes</u>, where did you see or hear about it?	
Newspaper	7.6
Radio	22.8
Internet	29.9
TV	42.4
Poster	8.3
Billboard	30.3
Police Patrol	18.6
Electronic Message Board	29.2
Bus Ad	2.8
Other	3.4
Don't Know	1.4
Total (N)	100% (N=145)
Q11. Do you know the name of any seat belt enforcement program(s) in Rhode Island?	
Click It or Ticket	80.1
Buckle Up. No Excuses!	16.8
Survive Your Drive	8.6
Other	0.2
Don't Know	15.0
Total (N)	100% (N=503)

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 2025.

The 2025 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 2025 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 2025, preliminary seat belt observations were conducted at a subset of statewide sites prior to the official statewide observations in June. 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 5,443 occupants observed during the 2025 mini; belt use measured **92.8%** 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 2025 daytime statewide survey indicate that drivers of cars and SUVs were far more likely to wear a seat belt than drivers of pickup trucks and vans. Front seat passengers also showed higher belt use in passenger cars and sports utility vehicles when compared to pickup trucks and vans. Overall, belt use rates were highest for drivers and passengers of SUVs (95.1 and 97.5 percent, respectively) and lowest for occupants of pick-up trucks (86.1% for drivers and 87.3% for passengers). Passengers were buckled up at higher rates in all vehicle categories . (See **Table 5.11**).

Table 5.11 Percent Seat Belt Use by Vehicle Type

	Car	SUV	Van	Pick-Up
Drivers	92.7%	95.1%	87.9%	86.1%
Passengers	93.4%	95.5%	88.1%	87.3%

The highest driver belt use rates were found in Kent and Bristol counties (93.9% and 93.6 %, respectively). The highest passenger belt use rates were seen in the same two counties (Bristol: 98.6% and Kent: 96.6%). Drivers and passengers in Providence County has the lowest belt use rates (92.2 and 93.3%). Please see **Table 5.12** for details.

Table 5.12 Percent Seat Belt Use by County

	Bristol	Kent	Newport	Providence	Washington
Drivers	93.6%	93.9%	92.7%	92.2%	93.4%
Passengers	98.6%	96.6%	96.2%	93.3%	93.4%

In 2025, seat belt use was notably higher for female drivers and passengers when compared to male drivers and passengers. Female drivers achieved a 95.7 percent belt use rate; female passengers had a 97.6 percent belt use. Male passengers showed a slightly lower belt use rate (88.4%) than male drivers (90.4%). Please see **Table 5.13** for details.

Table 5.13 Percent Seat Belt Use by Sex

	Male	Female
Drivers	90.4%	95.7%
(N)	6,495	5,391
Passengers	88.4%	97.6%
(N)	928	1,679

In 2025, Interstates and Minor Arterials showed the highest belt use among all occupants (93.9 % and 92.6 %, respectively). The lowest belt use was observed on local roads (91.3%). Please see **Table 5.14** for details.

Table 5.14 Percent Seat Belt Use by Roadway Type

	Interstate/ Freeway	Other Principal Arterial	Minor Arterial	Collector	Local
Drivers	94.0%	91.8%	92.0%	91.5%	90.8%
Passengers	93.7%	94.4%	95.7%	96.3%	92.1%

6

Mobilization Participation Information

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

Table 6.1 Mobilization Participation

Campaign	Time Period	Dates	Participating Agencies	Enforcement Hours	Citations	Paid/Earned Media
Drive Sober or Get Pulled Over	Halloween	10/31/2024	8	63	N/A	Yes
Drive Sober or Get Pulled Over	Thanksgiving	11/27/2024–12/1/2024	27	410	N/A	Yes
Drive Sober or Get Pulled Over	Holidays	12/11/2024 – 1/1/2025	27	1,003.5	N/A	Yes
Drive Sober or Get Pulled Over	Superbowl Sunday	2/09/2025	9	51	N/A	Yes
Drive Sober or Get Pulled Over	4th of July	7/4/2025	5	84	N/A	Yes
Drive Sober or Get Pulled Over	August	8/13/2025 – 9/1/2025	25	749	N/A	Yes
Click It or Ticket	November (Thanksgiving)	11/18/2024–11/24/2024	15	150	N/A	Yes
Click It or Ticket	March (St. Patrick's Day)	3/3/2025–3/9/2025	22	343	N/A	Yes
Click It or Ticket	National campaign	5/12/2025–6/1/2025	28	513	N/A	Yes
Click It or Ticket	September (back to school)	9/8/2025–9/14/2025	15	210	N/A	No

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

This page intentionally left blank.

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.

April 21st-25th was National Work Zone Awareness Week. OHS worked collaboratively with Reach Consulting to develop a media campaign encouraging safe driving through highway work zones. Triggered by the recent increase in work zone crashes, the key message is for drivers to slow down and use extra caution in these areas. The campaign included five digital billboards in strategic commuter corridors, three static billboards in strategic commuter corridors, geo-targeted digital ads, and door cling advertisements at Warwick Mall.

April was also National Distracted Driving Month. OHS helped to support the RIPCA with the deployment of the “Not Now” campaign, which utilized television, radio, digital, outdoor advertising, and social media with the intent of warning the public of the growing issues of distracted driving.

May was Motorcycle Safety Awareness month. OHS supported the RIPCA’s “Motorcycle Safety Is a Two-Way Street” campaign, urging motorists to share the road, and to pay extra attention for motorcyclists during the higher volume warmer months.

This page intentionally left blank.

8

Evidence-Based Enforcement Program

During FFY 2025, the Rhode Island Office on Highway Safety (OHS) implemented an evidence-based enforcement strategy consistent with 23 CFR Part 1300 requirements. Enforcement resources were deployed based on statewide problem identification and data analysis, ensuring alignment with State Highway Safety Plan (SHSP) priorities and NHTSA emphasis areas.

The Law Enforcement Highway Safety Training Coordinator/Grant Manager (LEHSTC) provided statewide coordination, technical assistance, and training to federal, state, and municipal law enforcement agencies and served as the primary liaison between OHS and law enforcement partners.

In FFY 2025, the LEHSTC supported enforcement and training across multiple enforcement areas, including:

- › Alcohol-Impaired & Drug-Impaired Driving
- › Occupant Protection
- › Speed Management
- › Motorcycle Safety
- › Distracted Driving
- › Pedestrian & Bicycle Safety
- › Older Drivers and Driver Education
- › Work Zone Safety & Traffic Incident Management

Impaired Driving and Drug Recognition Expert (DRE) Program

OHS continued to support 60 certified Drug Recognition Experts statewide. The LEHSTC:

- › Scheduled DRE, ARIDE, SFST, and SFST Refresher courses
- › Maintained certification and training records required under NHTSA guidance
- › Delivered impaired driving instruction at all Rhode Island police academies
- › These efforts strengthened impaired-driving detection and prosecution and supported year-round and mobilization enforcement operations, including Drive Sober or Get Pulled Over.

Training Program Delivery

The LEHSTC planned, coordinated, and delivered highway safety training in collaboration with:

- › Rhode Island Municipal Police Training Academy
- › Rhode Island State Police Academy

- › Providence Police Academy
- › Rhode Island Police Chiefs' Association (RIPCA)
- › Traffic Safety Resource Prosecutor (TSRP)
- › Regional Law Enforcement Liaisons (LELs)

Training included:

- › Speed enforcement training and data-enabled measurement technology
- › Traffic Crash Reconstruction and rapid response protocol
- › Traffic Incident Management (TIM) and Work Zone Safety
- › TOPS (Traffic Occupant Protection Strategies)
- › Distracted Driving enforcement (71 officers trained)
- › Pedestrian/Bicycle Safety enforcement
- › As of September 2025, more than 4,825 officers and municipal personnel had been trained in Work Zone Safety and Mobility since program inception.

8.1 EBE Community Collaboration Efforts:

Law enforcement sub-grantees receiving NHTSA funds were required to attend at least four Traffic Safety Coalition (TSC) meetings, resulting in increased data sharing and coordinated enforcement planning. We have witnessed an increase in law enforcement and community partner engagement because of this strategy.

Data shared with law enforcement included:

- › Toxicology reports from the Department of Health
- › Motorcycle licensing information from DMV
- › Driver Education outcomes

OHS also collaborated with police citizen academies and expanded partnership with the Rhode Island Interscholastic League through Traffic Safety is a TEAM Sport.

The State's EBE program activities are conducted during RI's SHSO and NHTSA's endorsed enforcement campaigns. We have 100% commitment from all our law enforcement partners during the annual *Click-It or Ticket* campaign and during the two *Drive Sober or Get Pulled Over* mobilizations. These agencies support the High Visibility Enforcement model as a traffic-focused strategy that deploys law enforcement officers to specific data-driven areas especially during peak hours. These agencies have also participated in cross-border task forces. Over 75% of our law enforcement partners participate in other state sponsored enforcement campaigns, including: Distracted Driving month in April, St Patrick's Day, Super Bowl Sunday, and summertime interagency enforcement efforts.

The Office on Highway Safety, along with all our sub-grantees, collaborated throughout the year with over 100 members in our Traffic Safety Coalition, and over 30 non-law enforcement community partners such as the bike, motorcycle, youth, MADD traffic safety advocates. We adhere to a policy of not targeting specific communities unless we have informed them through neighborhood meetings, social media contacts and media coverage that data from their community indicates a serious traffic safety hazard. Law enforcement officers regularly survey areas of concern as indicated by data (crashes,

fatalities, neighborhood complaints, state and local elected officials and officer observations.) When the problem that was identified has improved, new areas are surveyed, and enforcement pivots. The policies and procedures for deploying enforcement require agencies to collect, report, and review all areas and share that information with the community and the local media outlets.

To increase community engagement with law enforcement agencies, we required our sub-grantees to attend a minimum of four Traffic Safety Coalition meetings, as well as a mandatory in-person grant development and a financial reporting one. Presentations during TSC meetings included information regarding defensive driving training for senior citizens, high school health classes, driver education students, and general Community Based Organization presentations with some assistance of law enforcement officers. The TSC meetings also offered officers the opportunity to hear updates and suggestions of ways they could offer assistance to our Impaired Driving Engagement Council (IDEC). The goal of the Coalition and its entire membership is to develop additional community-based stakeholders.

In 2025, we witnessed an increase in law enforcement and community partnership engagement in discussions regarding traffic safety and keeping their state, cities, and towns safe from dangerous driving behavior. The coalition meeting strategy has worked, and attendance grows each year.

The strategies we developed help our law enforcement leadership work within the policies, procedures and activities that might need updating based on the accepted Safe System Approach to Traffic Safety concept through community collaboration models. By sharing data and statistical information and by working together, law enforcement agencies identify patterns and trends and can predict future problems that might not be apparent otherwise.

The Office on Highway Safety shares data from the Department of Health on toxicology reports. This shared data allows our partners the ability to review statistical information so they can then engage their communities in discussions about prevention and treatment programs.

Many of our law enforcement agencies host Community Citizen Academies. These community-based learning sessions allow information to be shared in their efforts to translate what they are mandated to do, which is also a requirement of being committed to their community's participation to keep their citizens safe and informed. Many of the academies use a pre/post survey evaluation tool that offers them concrete information to enhance future education and community-based engagement strategies.

RI's SHSO continues to review performance measures offered in monthly invoices that share a picture of many successes in enforcement, as well as weak areas that might need addressing. When any discrepancies are identified, the OHS will contact the leadership of the police agency to discuss remedies and final solutions.

We continue to monitor law enforcement efforts closely to assist with their best practices. When a new grant cycle begins, we sit with each agency to develop targets

and goals that are driven by community data. That attention to strengthening their goal setting skills will keep law enforcement traffic safety resources where they most needed. This year, we held an EXCEL training course for grant managers since many are not trained in financial accounting and yet are given that responsibility. The training may have been specific software-use training, but it was taught using our Grant Management paperwork as a case study.

8.2 Performance Outcomes

In FFY 2025, this program contributed to:

- › Increased access to statewide specialized impaired-driving training
- › Expanded pool of qualified crash reconstruction experts
- › Strengthened work zone and TIM operational readiness
- › Improved coordination of high-visibility enforcement and media messaging
- › Increased law enforcement participation in data-driven prevention strategies

This page intentionally left blank.

9

Grant Closeout Statement

All activities were carried out in accordance with NHTSA grant requirements, RIDOT/OHS program objectives, and the State's Strategic Highway Safety Plan. Training rosters, reporting, and records are retained per federal grant documentation and audit standards. OHS submits this summary as part of the FFY 2025 NHTSA grant closeout package.