

September 2019

Highway Safety Plan FY 2020 Rhode Island

Highway Safety Plan

NATIONAL PRIORITY SAFETY PROGRAM INCENTIVE GRANTS - The State applied for the following incentive grants:

- S. 405(b) Occupant Protection: Yes
- S. 405(e) Distracted Driving: Yes
- S. 405(c) State Traffic Safety Information System Improvements: Yes
- S. 405(f) Motorcyclist Safety Grants: Yes
- S. 405(d) Impaired Driving Countermeasures: Yes
- S. 405(g) State Graduated Driver Licensing Incentive: Yes
- S. 405(d) Alcohol-Ignition Interlock Law: Yes
- S. 405(h) Nonmotorized Safety: Yes
- S. 405(d) 24-7 Sobriety Programs: No
- S. 1906 Racial Profiling Data Collection: Yes

Highway safety planning process

Data Sources and Processes

The RIDOT OHS is the agency responsible for implementing Federally-funded highway safety projects in Rhode Island. As a fundamental component of improving the quality of life for the citizens and visitors to the State, the mission of the OHS consists of two goals:

1. Reduce the number of fatalities and serious injuries on Rhode Island roadways.
2. 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, relationships are developed and maintained with advocacy groups, citizens, community safety groups, complementary state and Federal agencies, and local and state police departments. The OHS conducts data analysis to monitor crash trends in the State and ensure state and Federal resources target the areas of greatest need. In FFY 2019 the OHS continued to lead in the implementation of the State SHSP, providing expertise related to driver behavioral issues, education, and enforcement-related countermeasures. The OHS works closely within the RIDOT to ensure coordination between the HSP and the SHSP, ideally resulting in one comprehensive and strategic highway safety program for the State. The newest SHSP is for the five-year period between 2017 and 2022. This FFY 2020 SHSP is intended to continue to align with the goals, strategies, and emphasis areas to be adopted by the 2017-2022 SHSP.

The OHS establishes and implements a comprehensive program to accomplish its goals effectively.

The HSP for FFY 2020 describes the process used to identify specific highway safety problem areas, including the development of countermeasures to correct those problems, and processes to monitor the performance of those countermeasures.

The RIDOT OHS conducts transportation safety planning year round. Emerging trends and safety needs are identified through data monitoring and outreach to key safety stakeholders.

Rhode Island Office on Highway Safety Annual Safety Planning Calendar
January-March

- Section 405 grant application preparation.
- Plan spring and summer safety campaigns to include outreach that complements the work in all Rhode Island municipalities.

February-April

- Staff conducts data collection, grant oversight and monitoring.
- Develop all the activities to support the national Click It or Ticket (CIOT) campaign in May.
- Staff conducts strategic planning and sessions with key stakeholders to review recent crash trends and emerging issues and to create project proposals within each program area.
- Stakeholder meeting facilitated by OHS staff
- Applications and instructions for Grant Funding (HS 1) proposals are issued based on the projected availability of Federal funding to state agencies, law enforcement agencies, and community stakeholders and advocates.

May-June

- Submitted Grant applications are reviewed by the OHS team. Applications which support targets and performance measures are approved as submitted or returned for modifications.
- A draft of the HSP is prepared for review and approval by OHS staff.
- Staff prepares Sections 405 grant applications.
- Staff supports all activities to support the national “Drive Sober or Get Pulled Over” (DSOGPO) and Border to Border Campaigns.

July

- The final HSP is submitted to NHTSA. Meetings are held with potential grantees.

August-September

- Request for Proposals (RFP) are issued or received based on availability of Federal funding. FFY 2019 grants and contracts are finalized.
- Staff conducts activities to support the “Drive Sober or Get Pulled Over” campaign (conducted in late August through Labor Day).

October

- Begin work on the FFY2020 Annual Report.

November-December

- The FFY2020 Annual Report is finalized. The OHS administers closeout of the prior fiscal year. OHS collects and reviews reports from its grantees. Occasionally, OHS revises grant applications and awards with its grantees based on the availability/ timeliness of Federal funding.

The OHS emphasizes activities that most effectively use available resources to save lives, reduce injuries, and improve highway safety. Specific performance targets, measures, and strategies are determined by:

- Using data, highway safety research, and prior experience to identify problem areas
- Soliciting input and project proposals from local and regional organizations having expertise in areas relevant to highway safety
- Analyzing trends in serious injury and fatality rates and comparing them to regional and national trends
- Reviewing highway safety data and researching best practices including the following:
- FARS

- NHTSA
- National Occupant Protection Use Survey (NOPUS)
- RIDOT OHS
- Rhode Island DMV
- Rhode Island Department of Health
- Rhode Island Police Chiefs Association
- Rhode Island State Police
- Rhode Island Statewide Planning Program
- RIDOT's Crash Data Management System (CDMS)
- Rhode Island Attorney General's Office
- Rhode Island Courts
- Key data sources include:
 - Rhode Island Department of Transportation, Office on Highway Safety
 - Fatality Analysis Reporting System (FARS)
 - United States Census Bureau
 - United States Federal Highway Administration
 - Rhode Island Department of Motor Vehicles
 - 2018 Rhode Island Observed Restraint Use Surveys
 - National Highway Traffic Safety Administration
 - Rhode Island Department of Health, Forensic Sciences Unit
 - Online System for Crash Analysis and Reporting (OSCAR)

Processes Participants

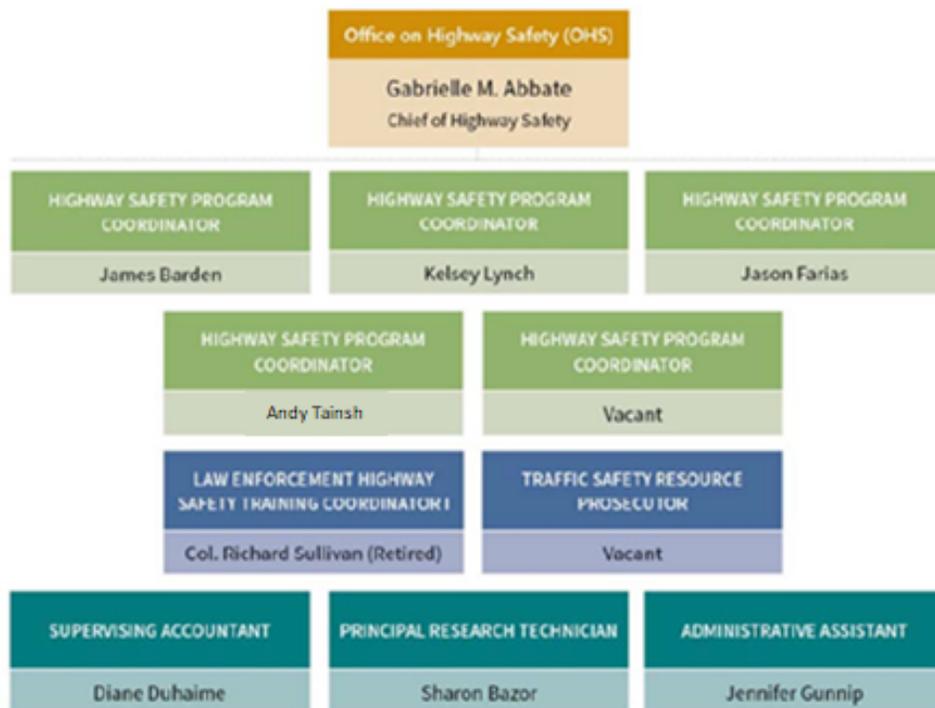
Organization and Staffing

The figure below 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, we will assure that all OHS personnel attend the United States Department of Transportation (USDOT) Transportation Safety Institute (TSI) training at least every five years to keep up to date with the latest changes on program policies and Federal legislation. We are also working to create a working system based on CORE training (educational, law enforcement, policy, etc.) that would allow us to cross training staff.

RIDOT OHS Organizational Chart

Strategic Partners and Stakeholders

During this planning cycle, OHS contacted safety stakeholders to share information on safety



problems and effective countermeasures being implemented by other agencies. The OHS staff also offered our partners updated data and grant application guidance. Opportunities to enhance partnerships and collaboration also were identified. The list of stakeholders is provided below:

- › American Automobile Association, Southern New England (AAA)
- › Bike Newport
- › Brain Injury Association of Rhode Island (BIARI)
- › Community College of Rhode Island (CCRI)
- › Connecting for Children and Families, Inc. – Woonsocket COZ Safe Communities (CCF)
- › Cranston Child Opportunity Zone (COZ)
- › Mothers Against Drunk Driving (MADD)
- › Oasis International
- › Rhode Island Bike Coalition
- › Rhode Island Department of Revenue, Division of Motor Vehicles (RIDMV)
- › Rhode Island Department of Health - Prevention and Control
- › Rhode Island Department of Behavioral Healthcare, Developmental Disabilities and Hospitals (BHDDH) Rhode Island Hospital Injury Prevention Center
- › Rhode Island Hospital – Injury Prevention Center
- › Rhode Island Hospitality and Tourism Association – Rhode Island Hospitality Association Education Foundation
- › Rhode Island Motorcycle Association

- › Rhode Island Municipal Police Academy
- › Rhode Island Office of the Attorney General
- › Rhode Island Police Chiefs Association (RIPCA)
- › Rhode Island State Police (RISP)
- › Rhode Island Student Assistance Services (RISAS)
- › Rhode Island Traffic Tribunal
- › The Genesis Center
- › Young Voices
- › Statewide Substance Abuse Task Forces

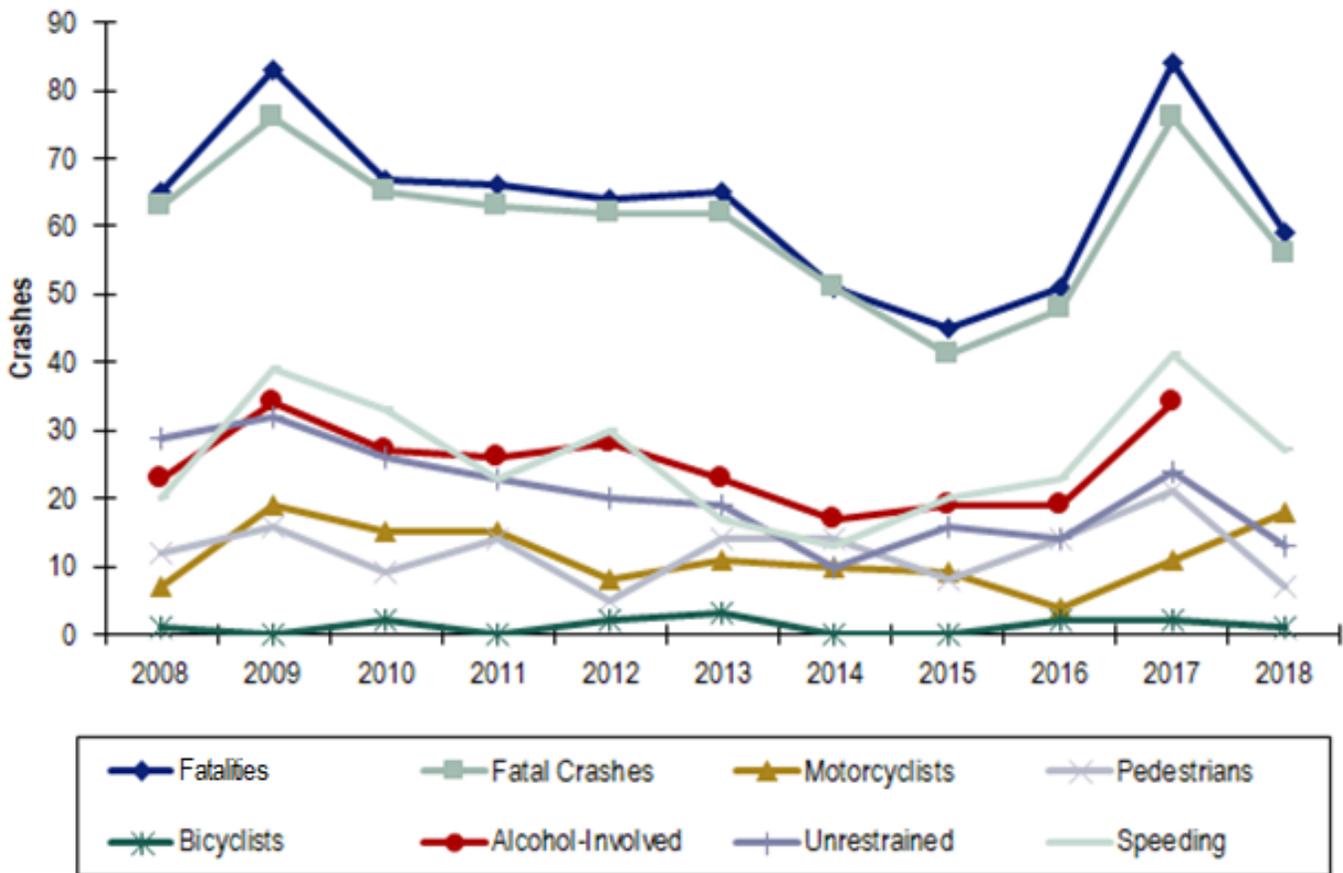
In addition to these stakeholders, the OHS works with numerous other agencies and organizations throughout the year:

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

Description of Highway Safety Problems

The figure below on annual fatalities by factor depicts the multiple highway safety problems in Rhode Island, including impaired driving, occupant protection, speed, motorcycles, and other road users (including pedestrians and bicyclists), which are program areas in the FFY 2020 HSP. Not shown in the figure, but also priority program areas for FFY 2020, are older drivers and younger drivers. Speeding crashes has returned to become a more significant issue in recent years, with fatalities exceeding that of impaired driving. Pedestrian and motorcyclist fatalities have also increased in recent years with spikes in 2017 and 2018 respectively. The OHS will continue to concentrate on improving State traffic records through crash data collection and reporting as part of the Section 405c records grant process. The HSP also addresses agency planning and administration functions.

Any traffic deaths in Rhode Island are unacceptable, unaffordable, and avoidable. The figures below show

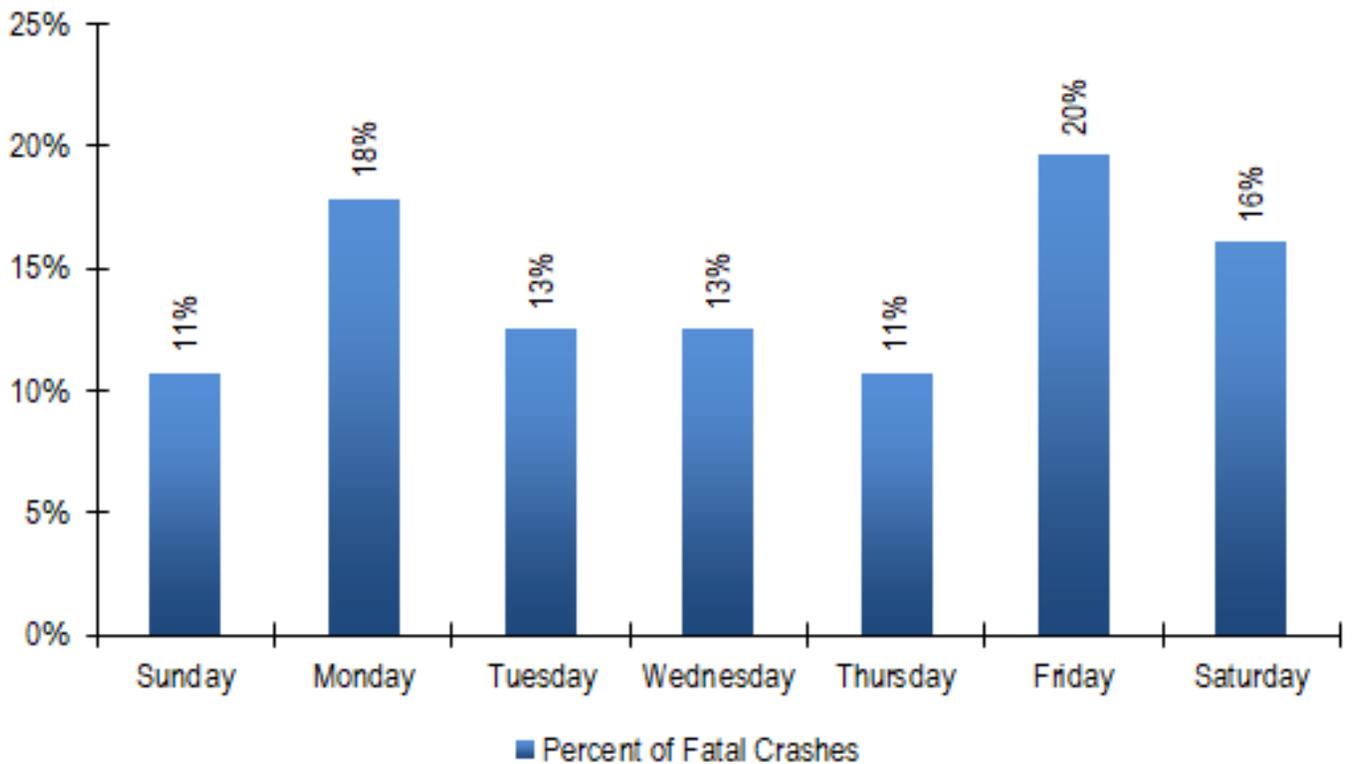
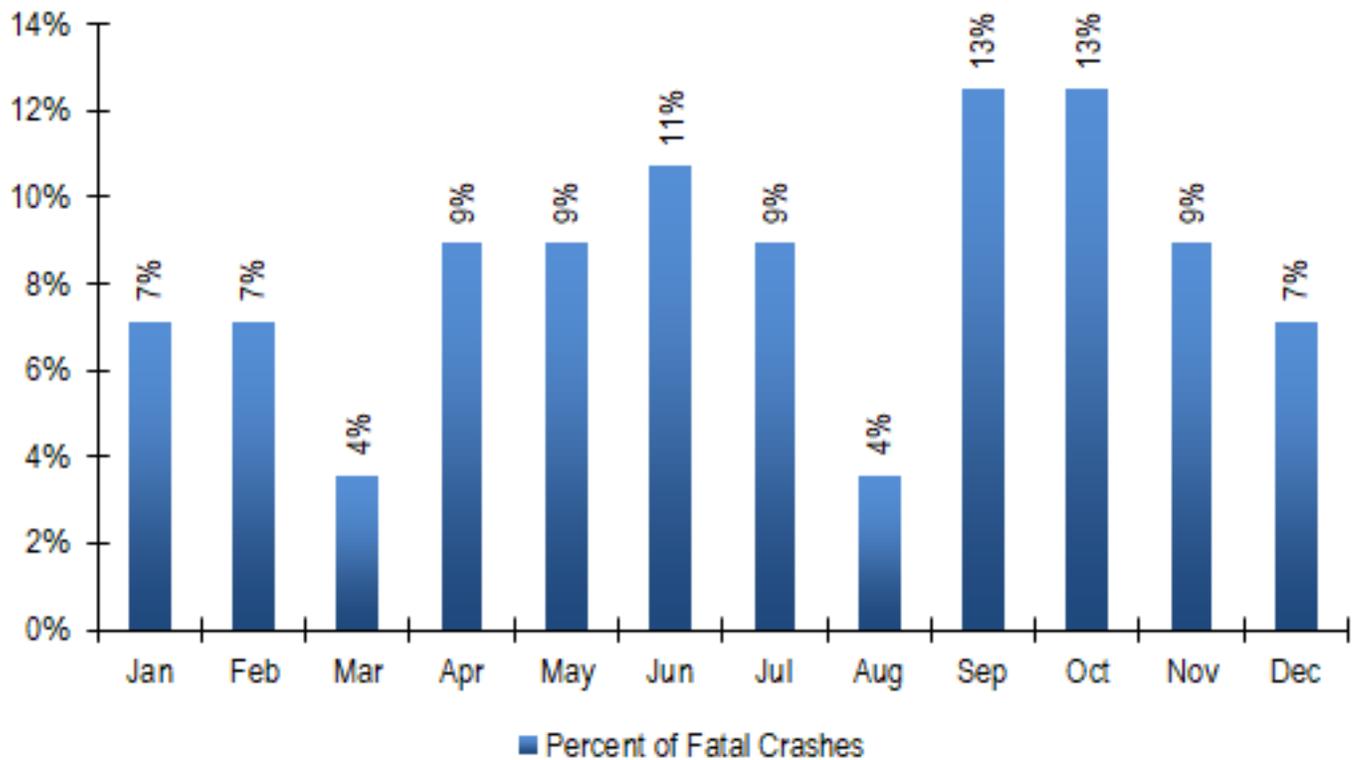


temporal trends in Rhode Island crashes. In 2018, the highest percentage of fatal crashes in Rhode Island occurred in the early fall. Noticeable spikes in fatalities also occurred in June. 20 percent of fatal crashes occurred on Fridays followed by 18 percent on Monday. 20 percent of crashes occurred between the hours of 7:00 p.m. and 10:00 p.m. This data helps to inform on how enforcement strategies may be deployed.

Percentage of Rhode Island Fatal Crashes by Month-of-Year (2018)

Source: RIDOT/OHS (2019) and FARS (2019).

Percentage of Rhode Island Fatal Crashes by Day of Week (2018)

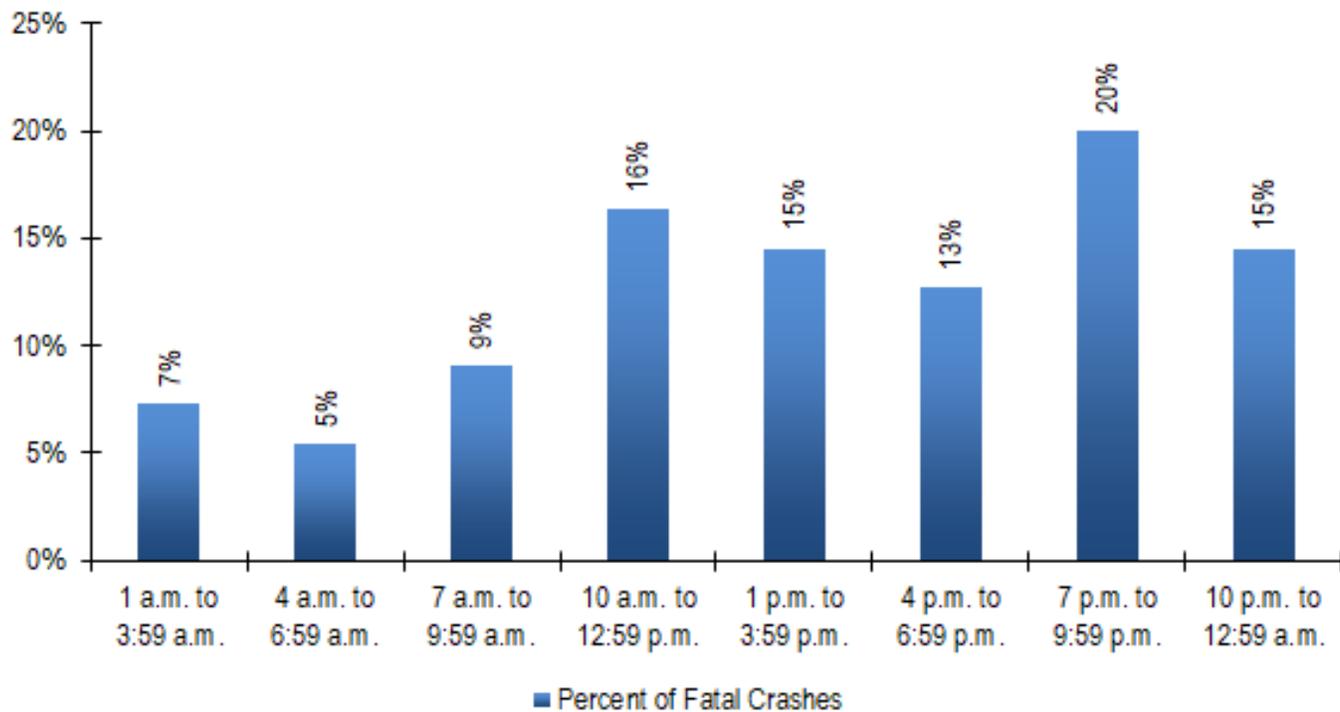


Source: RIDOT/OHS (2019) and FARS (2019).

Percentage of Rhode Island Fatal and Serious Injury Crashes by Time of Day (2018)

Source: RIDOT/OHS (2019) and FARS (2019).

Rhode Island has consistently had a lower fatality rate (per 100 million VMT) than the national average. The



Rhode Island fatality rate also has been lower than the New England region fatality rate at various times throughout the period from 2007 to 2015, including 2007, 2008, 2010, 2014, 2015, and 2016. Rhode Island also shows higher percentages of speed-related and pedestrian crashes compared to New England and the United States as a whole. This information helps to inform the investments that are made in the HSP.

Comparison of Crash Conditions as Percent of Total Fatalities in 2016

	Unbelted Vehicle Occupant	Alcohol-Impaired	Motorcycle	Speed Related	Bicycle	Pedestrian
Fatalities						
Rhode Island	29%	37%	8%	45%	4%	27%
New England	29%	33%	14%	34%	2%	18%
USA	28%	28%	14%	27%	2%	16%

Source: FARS (2018).

Methods for Project Selection

Currently, the two methods for awarding a grantee funding for projects to support the OHS efforts include a Highway Safety Grant application (HS1) or a response to a RFP.

The OHS invites all stakeholders to an introductory meeting in early spring. During the course of the two-hour meeting OHS offers an explanation of the grant funding process. Program Coordinators are introduced and offer more in-depth information regarding application criteria and funding cycles and processes. A developed PowerPoint is shown which depicts the process and offers concrete examples of important grant components. This year the OHS decided that all highway safety stakeholders would receive a flash drive which contained an explanation detailing the grant application process as well as all documentation a stakeholder would need to

submit their application electronically. Assistance for grant preparation was offered if needed.

The OHS received multiple grants from new and past grant sub-recipients. Some of the applicants include law enforcement agencies, community advocates, state agency representatives, minority community advocates, and substance abuse prevention specialists. Each stakeholder received attachments which included a new condensed application, application instructions, budget sheet, and a PowerPoint listing target audiences, performance measures, and updated fatality and serious injury data. They also received copies of NHTSA countermeasures and the 2019 HSP. This was the fourth year that grant submissions were accepted on-line into a secured DOT electronic mailbox. OHS staff worked as a unit to create a streamlined process that benefits both the state and its sub-recipients. A due date for submissions was offered and stakeholders were told incomplete grant submissions would not be accepted.

Once applications are received they are reviewed by the Chief of Highway Safety and the OHS team which consists of program coordinators, our financial accountant, and the Rhode Island LEL. The OHS staff applies the guidelines within a listed criteria sheet to score each application. Every applicant is required to provide a data-driven problem identification statement, project description, potential outcomes, and a description of how the goals and outcomes will be measured. Grantees must also provide a detailed budget, including the source of all funding, and any matching funds, which may be required.

Applications may be approved or rejected immediately or an applicant may be asked to offer additional modifications/revisions for review. Once these grant revisions are received the OHS staff will review the revised application. Each grantee will also be held to Rhode Island risk assessment criteria. Those standards include the sub-recipient's financial systems, accurate and timely submissions of their application, any amendments made, fiscal reporting, and their submitted budgets. We will review their prior experiences with similar and past OHS sub-awards, as well as, any previous audit results. For monitoring purposes, a sub-recipient will be considered low risk for monitoring if they receive a low grade on the assessment criteria, a medium risk if they receive a higher assessment and a HIGH risk if the criteria standards show them to be at a high level during their pre-award assessment. All grantees will be subject to the risk assessment process and offered as signed copy of our risk assessment form before any award is considered or made.

When the proposed program, along with its attached budget, has been approved OHS staff determine if the goods or services can be provided by any other entity. If these services cannot be provided by others (excluding state and municipal agencies), a grant can be issued after a Grants and Assurances document has been signed by the grantee.

All grantees are required to provide monthly reports to their designated OHS Program Coordinator, including invoices, timesheets, and additional backup documentation necessary for monitoring, reporting, and oversight of program areas. Field visits are required for evaluation of the effectiveness of the program and to ensure that appropriate State and Federal procedures are being followed.

OHS grant partners are essential for the ultimate success of the Rhode Island HSP. They develop, implement, and evaluate programs designed to target Highway Safety Performance Measures and Outcomes.

[List of Information and Data Sources](#)

The Rhode Island HSP accounts for crash data from FARS, RIDOT data for serious injuries, US Census Bureau for demographic information, FHWA for vehicle miles traveled information. Other sources include: RI DMV,

RI EMS, RI DOH, RI Courts, RI Police Chiefs' Association, OSCAR (Crash reports), RISP, Alcohol Survey, Seatbelt Survey, RI Attorney general's Office, NHTSA, RI Hospital Trauma Data, YRBS (Youth Risk Behavior Survey).

Description of Outcomes

The OHS has been an active partner in the Strategic Highway Safety Plan (SHSP) process since the development of the first plan in 2006. The 2017-2022 SHSP focuses on the following ten emphasis areas:

Impaired Driving

Occupant Protection

Older Drivers

Vulnerable Road Users (pedestrians, bicyclists, motorcyclists, work zones)

Younger Drivers

Distracted Driving

Speed

Traffic Incident Management

Data

Infrastructure (Intersections and Run Off the Road)

This list of emphasis areas includes three new emphasis areas not formally considered as part of the prior amended SHSP in October 2014: Distracted Driving, Traffic Incident Management, and Data. Additionally, the scope of the Vulnerable User emphasis area has been expanded to include motorcycles and work zones.

OHS staff are members of the SHSP Steering Committee and in many cases serve as team leaders for the Impaired Driving, Occupant Protection, Older Driver, Vulnerable Road User, Younger Driver, Distracted Driving, Speed, Traffic Incident Management, and Data emphasis areas. The OHS will continue to adopt Toward Zero Deaths (TZD) as a goal for the plan.

Data availability, access points, and integration continue to challenge the state. Through the SHSP update process interest addressing the following data gaps and deficiencies were apparent:

In Rhode Island fatality numbers are relatively low and do not necessarily show the complete picture. No way of integrating available data in Rhode Island (e.g., obtaining information from hospitals and integrating it into the system).

Generally flawed injury data because severity is based on a subjective determination by an officer on the scene.

Lack of serious injury data for speed-related crashes (RIDOT now has a process to manually review all serious injury crashes to fill this data need).

Lack of roadway/roadside inventory data for selecting and implementing infrastructure type improvements (RIDOT now has a process to manually review all serious injury crashes to fill this data need).

Incomplete or nonexistent toxicology reports for impaired driving-related crashes.

Lack of data on contributing factors in run-off-road fatalities, which account for more than 50 percent of the total fatalities (RIDOT now has a process to manually review all serious injury crashes to fill this data need).

Lack of data obtained in the field by enforcement agencies for distracted driving. While there is a policy in place that demands hands free driving, law enforcement efforts remain difficult and challenging.

The Steering Committee discussed several options to address these data deficiencies, including making data an emphasis area; forming a task force that is not an emphasis area, but rather takes on the issue to come up with specific solutions; or having the TRCC handle the data deficiency issues as part of their work. The final decision was to have the TRCC handle this issue. The TRCC coordinator is a member of the SHSP Steering Committee, team leader for the Data emphasis area, and attends all meetings.

The behavioral goals, strategies, and action steps in the Rhode Island SHSP reflect the activities and programs in the HSP and the HSIP. The goal for the Rhode Island SHSP is Toward Zero Deaths. A number of the strategies and action steps in the SHSP reflect OHS programs and activities. During FFY 2017 OHS assumed the lead in developing and implementing this extension of the SHSP.

Performance report

Progress towards meeting State performance targets from the previous fiscal year's HSP

Sort Order	Performance measure name	Progress
1	C-1) Number of traffic fatalities (FARS)	In Progress
2	C-2) Number of serious injuries in traffic crashes (State crash data files)	In Progress
3	C-3) Fatalities/VMT (FARS, FHWA)	In Progress
4	C-4) Number of unrestrained passenger vehicle occupant fatalities, all seat positions (FARS)	In Progress
5	C-5) Number of fatalities in crashes involving a driver or motorcycle operator with a BAC of .08 and above (FARS)	In Progress
6	C-6) Number of speeding-related fatalities (FARS)	In Progress
7	C-7) Number of motorcyclist fatalities (FARS)	In Progress
8	C-8) Number of unhelmeted motorcyclist fatalities (FARS)	In Progress
9	C-9) Number of drivers age 20 or younger involved in fatal crashes (FARS)	In Progress
10	C-10) Number of pedestrian fatalities (FARS)	In Progress
11	C-11) Number of bicyclists fatalities (FARS)	In Progress

12	B-1) Observed seat belt use for passenger vehicles, front seat outboard occupants (survey)	In Progress
13	Pickup Driver Belt Use	In Progress
13	CIOT Slogan Awareness	In Progress
13	Perception of being ticketed for failure to wear safety belts	In Progress
13	Perception of being arrested after drinking and driving	In Progress
13	Recognition of DSoGPO slogan	In Progress
13	Impaired Pedestrian	In Progress
13	Distracted Driving Survey Response	In Progress
13	Citation Records - Percentage of records with missing critical elements	In Progress
13	Lat/Long Values - Percentage of crash records with entered values	In Progress
13	Linked Records - Percentage of crash records linked to another records database	In Progress
13	Integrated Records - Percentage of crash records integrated with the crime database	Not Met

Performance Measure: C-1) Number of traffic fatalities (FARS)

Progress: In Progress

Program-Area-Level Report

Performance Measure	Performance Target	Realized
C-1 Reduce traffic fatalities C-1 Reduce traffic fatalities	Reduce the five-year average traffic fatalities by 4 percent Baseline: 59 fatalities (2012-2016)Target: 57 fatalities (2015-2019)Reduce the five-year average traffic fatalities by 4 percent Baseline: 59 fatalities (2012-2016)Target: 57 fatalities (2015-2019)Reduce the five-year average traffic fatalities by 4 percent Baseline: 59 fatalities (2012-2016)Target: 57 fatalities (2015-2019)	Preliminary data indications2018: 59 fatalities 2014-2018 average: 58 fatalitiesAverage trending upwardPreliminary data indications2018: 59 fatalities 2014-2018 average: 58 fatalitiesAverage trending upwardPreliminary data indications2018: 59 fatalities 2014-2018 average: 58 fatalitiesAverage trending upwardPreliminary data indications2018: 59 fatalities 2014-2018 average: 58 fatalitiesAverage trending upward

Performance Measure: C-2) Number of serious injuries in traffic crashes (State crash data files)

Progress: In Progress

Program-Area-Level Report

Performance Measure	Performance Target	Realized
C-2 Reduce serious injuries (SI)	Reduce the five-year average serious injuries by 6 percent Baseline: 392 SI (2012-2016)Target: 369 SI (2015-2019)	Preliminary data indications2018: 313 SI2014-2018 average: 381 SIAverage trending downward

Performance Measure: C-3) Fatalities/VMT (FARS, FHWA)

Progress: In Progress

Program-Area-Level Report

Performance Measure	Performance Target	Realized
C-3 Reduce the rate of traffic fatalities per 100 million vehicle miles traveled (VMT)	Reduce the five-year average traffic fatalities per 100 million VMT by 4 percent Baseline: 0.75 (2013-2017)Target: 0.72 (2015-2019)	Preliminary data indications2018: 0.72 fatalities per 100M VMT2014-2018 average: 0.73 fatalities per 100M VMTAverage trending upward

Performance Measure: C-4) Number of unrestrained passenger vehicle occupant fatalities, all seat positions (FARS)

Progress: In Progress

Program-Area-Level Report

Performance Measure	Performance Target	Realized a
C-4 Reduce unrestrained occupant fatalities	Reduce the five-year average unrestrained occupant fatalities by 6 percent Baseline: 17 fatalities (2013-2017)Target: 16 fatalities (2015-2019)	Preliminary data indications2018: 13 fatalities 2014-2018 average: 16 fatalitiesAverage trending flat

Performance Measure: C-5) Number of fatalities in crashes involving a driver or motorcycle operator with a BAC of .08 and above (FARS)

Progress: In Progress

Program-Area-Level Report

Performance Measure	Performance Target	Realized
C-5 Decrease alcohol impaired driving fatalities involving driver or motorcycle operator with a blood alcohol content (BAC) of 0.08 or greater a	Reduce the five-year average impaired driving fatalities by 5 percent Baseline: 21 fatalities (2013-2017) Target: 20 fatalities (2015-2019)	Preliminary data indications 2017: 34 fatalities 2013-2017 average: 22 fatalities Average trending upward

a 2018 crash data is preliminary.

Performance Measure: C-6) Number of speeding-related fatalities (FARS)

Progress: In Progress

Program-Area-Level Report

Performance Measure	Performance Target	Realized
C-6 Reduce speed-related fatalities	Reduce the five-year average speed-related fatalities by 9 percent Baseline: 23 fatalities (2013-2017) Target: 21 fatalities (2015-2019)	Preliminary data indications 2018: 27 fatalities 2014-2018 average: 24 fatalities Average trending upward

Performance Measure: C-7) Number of motorcyclist fatalities (FARS)

Progress: In Progress

Program-Area-Level Report

Performance Measure	Performance Target	Realized a
C-7 Reduce motorcycle fatalities	Maintain the five-year average motorcyclist fatalities at 9 or below Baseline: 9 fatalities (2013-2017) Target: 9 fatalities (2015-2019)	Preliminary data indications 2018: 18 fatalities 2014-2018 average: 10 fatalities Average trending upward

Performance Measure: C-8) Number of unhelmeted motorcyclist fatalities (FARS)

Progress: In Progress

Program-Area-Level Report

Performance Measure	Performance Target	Realized
C-8 Reduce unhelmeted motorcyclist fatalities	Reduce the five-year average unhelmeted motorcyclist fatalities by 20 percent Baseline: 5 fatalities (2013-2017) Target: 4 fatalities (2015-2019)	Preliminary data indications 2018: 9 fatalities 2014-2018 average: 6 fatalities Average trending upward

Performance Measure: C-9) Number of drivers age 20 or younger involved in fatal crashes (FARS)

Progress: In Progress

Program-Area-Level Report

Performance Measure	Performance Target	Realized
C-9 Reduce or maintain the number of drivers age 20 or younger involved in fatal crashes	Reduce the average number of drivers age 20 or younger involved in fatal crashes by 13 percent. Baseline: 8 fatalities (2013-2017 average) Target: 7 fatalities (2015-2019 average)	Preliminary data indications 2018: 5 fatalities 2014-2018 average: 7 fatalities Average trending flat

Performance Measure: C-10) Number of pedestrian fatalities (FARS)

Progress: In Progress

Program-Area-Level Report

Performance Measure	Performance Target	Realized
C-10 Reduce or maintain number of crash fatalities among pedestrians	Reduce the five-year average number of pedestrians in fatal crashes by 14 percent Baseline: 14 fatalities (2013-2017)Target: 12 fatalities (2015 to 2019)	Preliminary data indications2018: 7 fatalities 2014-2018 average: 13 fatalitiesAverage trending flat

Performance Measure: C-11) Number of bicyclists fatalities (FARS)

Progress: In Progress

Program-Area-Level Report

Performance Measure	Performance Target	Realized
C-11 Reduce or maintain number of crash fatalities among bicyclists	Maintain the five-year average number of bicyclist fatalities Baseline: 1 fatality (2013-2017)Target: 1 fatality (2015-2019)	Preliminary data indications2018: 1 fatalities 2014-2018 average: 1 fatalitiesAverage slightly lower

Performance Measure: B-1) Observed seat belt use for passenger vehicles, front seat outboard occupants (survey)

Progress: In Progress

Program-Area-Level Report

Performance Measure	Performance Target	Realized
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B-1 Increase observed seat belt use	Increase observed seat belt use Baseline: 88.3 percent (2017) Target: 92 percent (2019)	2018: 88.8 percent Survey indicates upward trend
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Performance Measure: Pickup Driver Belt Use

Progress: In Progress

Program-Area-Level Report

Performance Measure	Performance Target	Realized a
Increase safety belt use among pickup truck drivers	Increase pickup truck driver safety belt usage Baseline: 76.7 percent (2017) Target: 80 percent (2018)	Observed pickup truck drivers' safety belt use 2017: 76.7 percent Survey indicates upward trend

Performance Measure: CIOT Slogan Awareness

Progress: In Progress

Program-Area-Level Report

Performance Measure	Performance Target	Realized
Increase awareness of "Click It or Ticket" slogan	Increase public awareness Baseline: 89.5 percent (2017) Target: 92.0 percent (2019)	Awareness of "Click It or Ticket" slogan 2018: 89.7 percent Survey indicates upward trend.

Performance Measure: Perception of being ticketed for failure to wear safety belts

Progress: In Progress

Program-Area-Level Report

Performance Measure	Performance Target	Realized
Increase perception of being ticketed for failure to wear safety belts "always" or "nearly always"	Increase public perception Baseline: 39.8 percent (2017) Target: 47 percent (2019)	Perception of being ticketed for failure to wear safety belts "Always" or "Nearly Always" 2018: 39.7 percent Survey indicates flat trend

Performance Measure: Perception of being arrested after drinking and driving

Progress: In Progress

Program-Area-Level Report

Performance Measure	Performance Target	Realized
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Increase perception of being arrested by law enforcement after drinking and driving “Always” or “Nearly Always”	Increase public perception Baseline: 49.6 percent (2016) Target: 60 percent (2019)	Perception of being arrested for driving and driving “Always” or “Nearly Always” 2018: information unavailable
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Performance Measure: Recognition of DSoGPO slogan

Progress: In Progress

Program-Area-Level Report

Performance Measure	Performance Target	Realized
Increase recognition of DSoGPO impaired driving enforcement slogan	Increase recognition Baseline: 54.5 percent (2017) Target: 65 percent (2019)	Recognition of “Drive Sober or Get Pulled Over” slogan 2017: 50.8 percent

Performance Measure: Impaired Pedestrian

Progress: In Progress

Program-Area-Level Report

Performance Measure	Performance Target	Realized
Reduce the number of pedestrian fatalities with a BAC of 0.08 or greater	Reduce by 15 percent Baseline: 2.4 fatalities (2013-2017) Target: 2.2 fatalities (2015-2019)	Preliminary data indications 2018: 2 fatalities 2014-2018 average: 1.8 fatalities Average is slightly downward

Performance Measure: Distracted Driving Survey Response

Progress: In Progress

Program-Area-Level Report

Performance Measure	Performance Target	Realized
Increase the number of DMV survey respondents who never talk on a hand-held cellular phone while driving	Percent of respondents Baseline: 32 percent (2017) Target: 80 percent (2018)	Observed pickup truck drivers’ safety belt use 2018: 45.0 percent Survey indicates upward trend

Performance Measure: Citation Records - Percentage of records with missing critical elements

Progress: In Progress

Program-Area-Level Report

Rhode Island crash reports continue to show high accuracy based on MMUCC compliance. There is still a small percentage of reports that exhibit inaccuracies, however, that percentage continues to drop annually.

Performance Measure	Performance Target	Realized
Reduce the percentage of citation records with missing critical data elements	Increase completeness Baseline: zero percent (July 2015) Target: 5 percent (Sept. 2019)	In progress Maintained percentage of crash records with no errors in MMUCC critical data elements: 99.24% (April 2017 to March 2018) increased to 99.25% (April 2018 to March 2019).

Performance Measure: Lat/Long Values - Percentage of crash records with entered values

Progress: In Progress

Program-Area-Level Report

Rhode Island data partners are actively working on data integration efforts between agencies and are identifying steps and actions to enable these data integration activities. The number of reports entered properly by an officer with complete latitude and longitude information decreased slightly (0.03%) over the past year.

Performance Measure	Performance Target	Realized
Reduce the percentage of citation records with missing critical data elements	Increase completeness Baseline: zero percent (July 2015) Target: 5 percent (Sept. 2019)	In progress Decreased completeness for reports with latitude and longitude values by 0.03% from 77.96% (April 2017 to March 2018) to 77.93% (April 2018 to March 2019).

Performance Measure: Linked Records - Percentage of crash records linked to another records database

Progress: In Progress

Program-Area-Level Report

Each crash received by RIDOT is now processed through a location service which attempts to derive the crash location through multiple methods. One such method is submission to RIDOT's Roadway system. The Roadway system returns a suspected match along with a confidence rating. Matches from the Roadway system with a rating above the acceptable threshold are stored within the crash database. Between 04/01/2018 and 03/31/2019 37879 of the 48663 (77.84%) crashes were linked in this way.

Performance Measure	Performance Target	Realized
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Reduce the percentage of appropriate records in the crash database that are not linked to another system on file	Increase integration Baseline: zero percent (July 2015)Target: 5 percent (Sept. 2019)	In progress
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Performance Measure: Integrated Records - Percentage of crash records integrated with the crime database

Progress: Not Met

Program-Area-Level Report

At this time, there are no integration efforts between the Statewide Crash System and any crime database in the State.

Performance Measure	Performance Target	Realized
Reduce the percentage of appropriate records in the crash database that are not linked to crime data	Increase integration Baseline: zero percent (July 2015)Target: 2 percent (Sept. 2019)	Not met

Performance Plan

Sort Order	Performance measure name	Target Period	Target Start Year	Target End Year	Target Value
1	C-1) Number of traffic fatalities (FARS)	5 Year	2016	2020	57.00
2	C-2) Number of serious injuries in traffic crashes (State crash data files)	5 Year	2016	2020	348.00
3	C-3) Fatalities/VM T (FARS, FHWA)	5 Year	2016	2020	0.720
4	C-4) Number of unrestrained passenger vehicle occupant fatalities, all seat positions (FARS)	5 Year	2016	2020	15.00

5	C-5) Number of fatalities in crashes involving a driver or motorcycle operator with a BAC of .08 and above (FARS)	5 Year	2016	2020	21.00
6	C-6) Number of speeding-related fatalities (FARS)	5 Year	2016	2020	24.00
7	C-7) Number of motorcyclist fatalities (FARS)	5 Year	2016	2020	10.00
8	C-8) Number of unhelmeted motorcyclist fatalities (FARS)	5 Year	2016	2020	5.00
9	C-9) Number of drivers age 20 or younger involved in fatal crashes (FARS)	5 Year	2016	2020	6.00
10	C-10) Number of pedestrian fatalities (FARS)	5 Year	2016	2020	12.00
11	C-11) Number of bicyclists fatalities (FARS)	5 Year	2016	2020	1.00
12	B-1) Observed seat belt use for passenger vehicles, front seat outboard occupants (survey)	5 Year	2016	2020	90.00
13	Pickup Driver Belt Use	Annual	2020	2020	80.00
18	Impaired Pedestrian	Annual	2020	2020	1.7

19	Distracted Driving Survey Response	Annual	2020	2020	75.00
22	Percentage of crash records successfully linked to a location within the roadway system	Annual	2020	2020	5.00

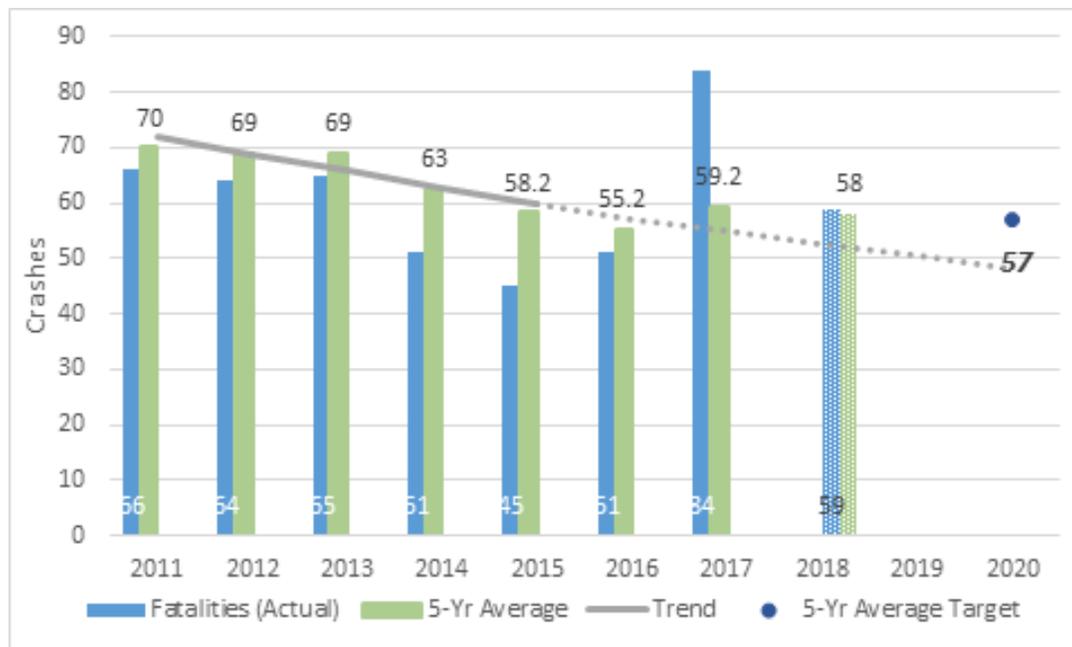
Performance Measure: C-1) Number of traffic fatalities (FARS)

Performance Target details

Performance Target	Target Metric Type	Target Value	Target Period	Target Start Year
C-1) Number of traffic fatalities (FARS)-2020	Numeric	57.00	5 Year	2016

Performance Target Justification

› Goal: Reduce traffic fatalities by 2 percent. · Current Condition: 58 crashes (2014 - 2018 average) · Target Performance: 57 crashes (2016 - 2020 average). › Justification: Fatalities have steadily declined in recent years, however, there was spike to 84 fatalities in 2017, which then was reduced to 59 in 2018. The increase in 2017 was associated with a rise in speeding, pedestrian, and young driver crashes. With additional effort placed in highway safety programs, reductions were achieved in 2018. A conservative target of a two percent annual decrease was chosen for 2020 that accounts for the 2017 increase but helps to push Rhode Island toward the original SHSP goal of TZD with a baseline of 2011. Figure Fatality Crash Trends and Projections



Source: RIDOT/OHS, 2019 and FARS, 2019. Trend line represents the five-year average historic trend through 2015 and the projected decline in crashes assuming a rate of -4% annually, consistent with the 2017-2022

SHSP.

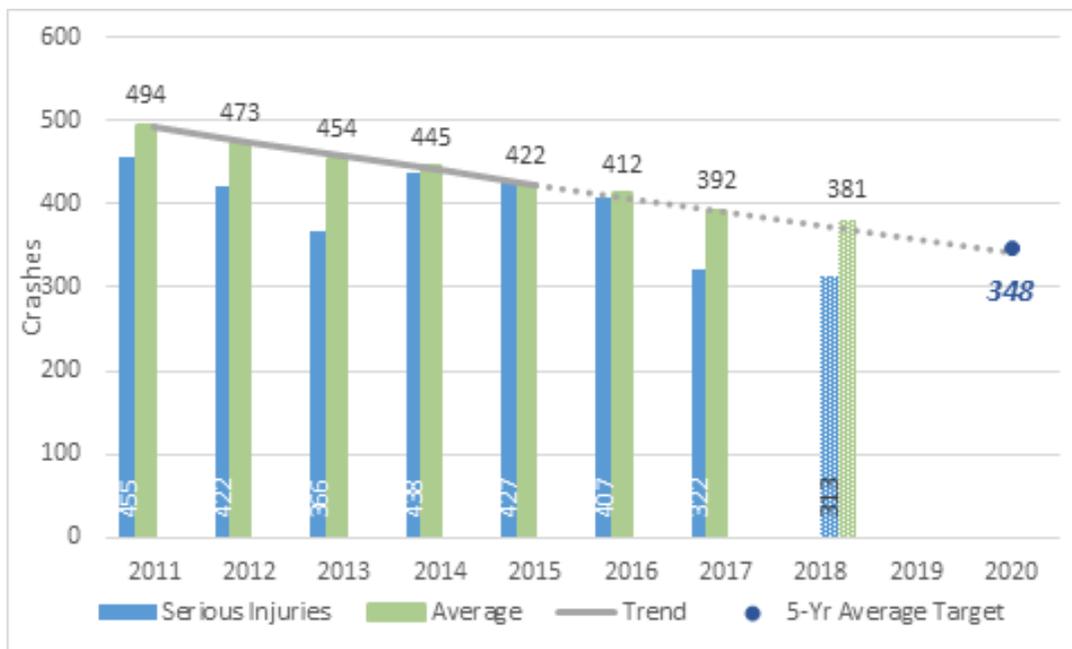
Performance Measure: C-2) Number of serious injuries in traffic crashes (State crash data files)

Performance Target details

Performance Target	Target Metric Type	Target Value	Target Period	Target Start Year
C-2) Number of serious injuries in traffic crashes (State crash data files)-2020	Numeric	348.00	5 Year	2016

Performance Target Justification

› Goal: Reduce serious injuries by 9 percent. · Current Condition: 381 (2014 - 2018 average) · Target Performance: 348 (2016 - 2020 average). › Justification: The five-year rolling average for Rhode Island’s serious injuries have steadily decreased for the last five years. Serious injuries are projected to be lower than average, with 313 in 2018. Rhode Island will continue to work toward the SHSP goal of TZD with a baseline of 2011. Figure Serious Injury Crash Trends and Projection



Source: RIDOT/OHS, 2019. Trend line represents the five-year average historic trend through 2015 and the projected decline in crashes assuming a rate of -4% annually, consistent with the 2017-2022 SHSP. Beginning in 2013, RIDOT transitioned to reporting a 5-year moving average from a 3-year moving average. 2011-2015 crashes have been reviewed and validated since the prior Highway Safety Plan submission. Values may not match prior reports.

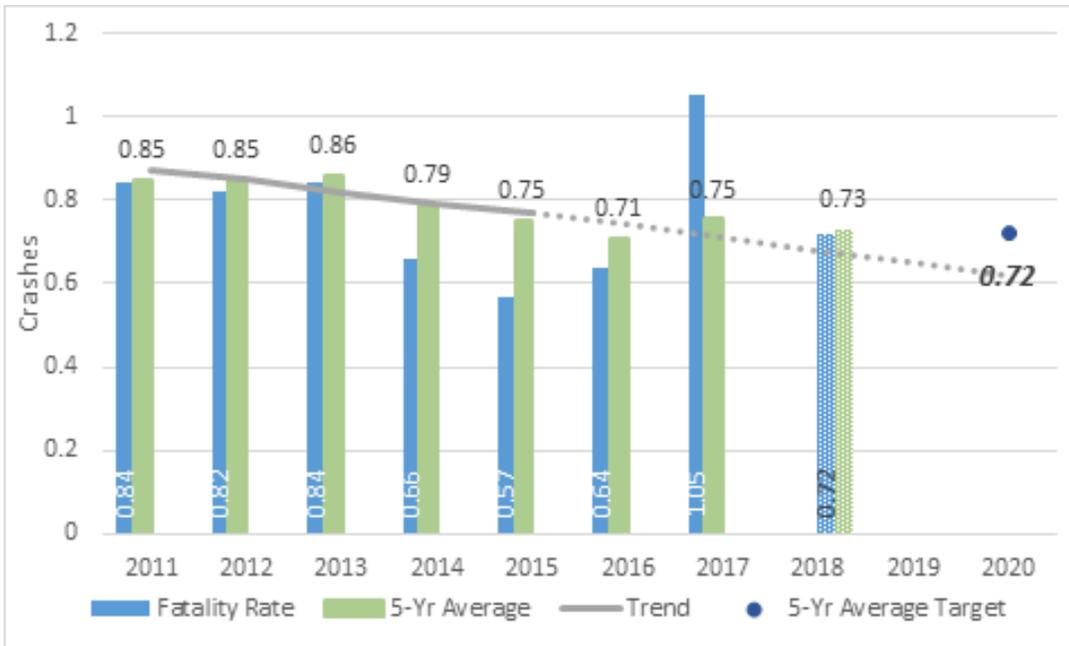
Performance Measure: C-3) Fatalities/VMT (FARS, FHWA)

Performance Target details

Performance Target	Target Metric Type	Target Value	Target Period	Target Start Year
C-3) Fatalities/VMT (FARS, FHWA)-2020	Numeric	0.720	5 Year	2016

Performance Target Justification

> Goal: Reduce traffic fatalities per 100 million VMT by 1 percent. · Current Condition: 0.73 (2014 - 2018 average) · Target Performance: 0.72 (2016 - 2020 average). > Justification: While the fatality crash rate has declined slightly in recent years, the spike in 2017 negates progress made toward traffic safety. This significant spike will require several years of rate reductions before Rhode Island moves back on track toward its zero goal. The conservative target of shown in the C-1 performance measure is also reflected here, with a long-term goal of moving back toward the SHSP goal of TZD with a baseline of 2011. Figure Fatality Rate per 100 Million VMT Trends and Projection



Source: RIDOT/OHS (2019) and FARS (2019). Note: 2018 crash values, and therefore rates, are preliminary Trend line represents the five-year average historic trend through 2015 and the projected decline in crashes assuming a rate of -4% annually, consistent with the 2017-2022 SHSP.

Performance Measure: C-4) Number of unrestrained passenger vehicle occupant fatalities, all seat positions (FARS)

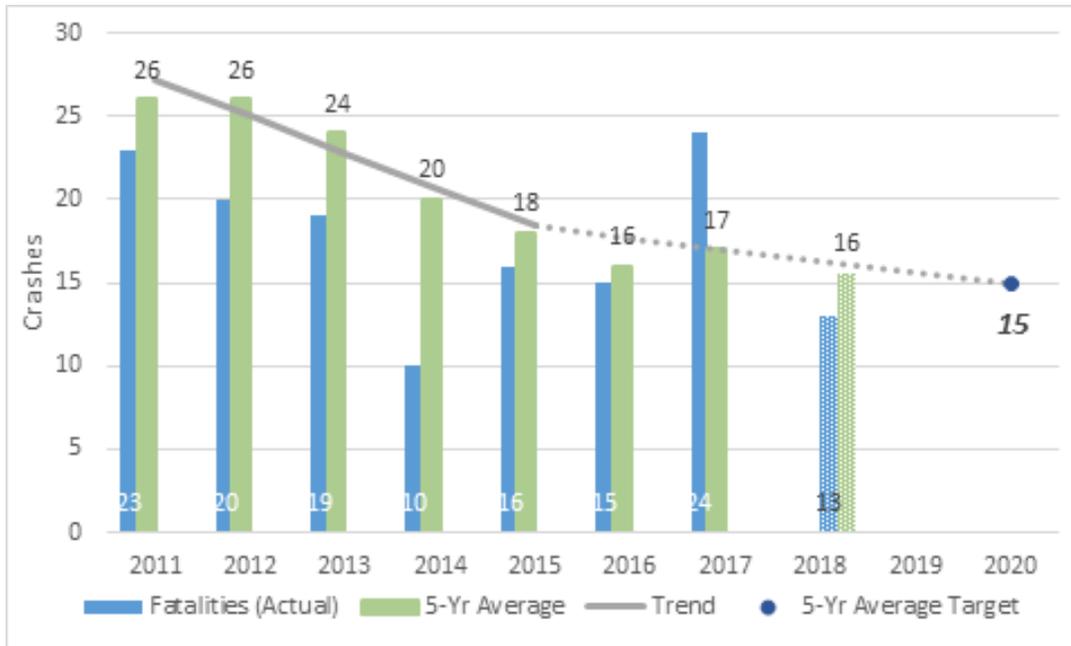
Performance Target details

Performance Target	Target Metric Type	Target Value	Target Period	Target Start Year
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C-4) Number of unrestrained passenger vehicle occupant fatalities, all seat positions (FARS)-2020	Numeric	15.00	5 Year	2016
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Performance Target Justification

> Goal: Reduce unrestrained occupant fatalities by 6 percent. · Current Condition: 16 (2014 - 2018 average) · Target Performance: 15 (2016 - 2020 average). > Justification: Unrestrained fatalities have steadily decreased over the last five years. While a spike in such fatalities in 2017 affects the five-year average, planned efforts to address unrestrained occupants will try to replicate successes in 2018 and maintain a downward trajectory in the average number of fatalities. The SHSP goal of TZD with a baseline of 2011 equates to 15 fatalities (5-year average) in 2020. Figure Unrestrained Motor Vehicle Occupant Crash Trends and Projection



Source: RIDOT/OHS (2019) and FARS (2019). Note: Restraint usage restated to reflect all motor vehicle occupants except buses. 2018 crash values are preliminary

Performance Measure: C-5) Number of fatalities in crashes involving a driver or motorcycle operator with a BAC of .08 and above (FARS)

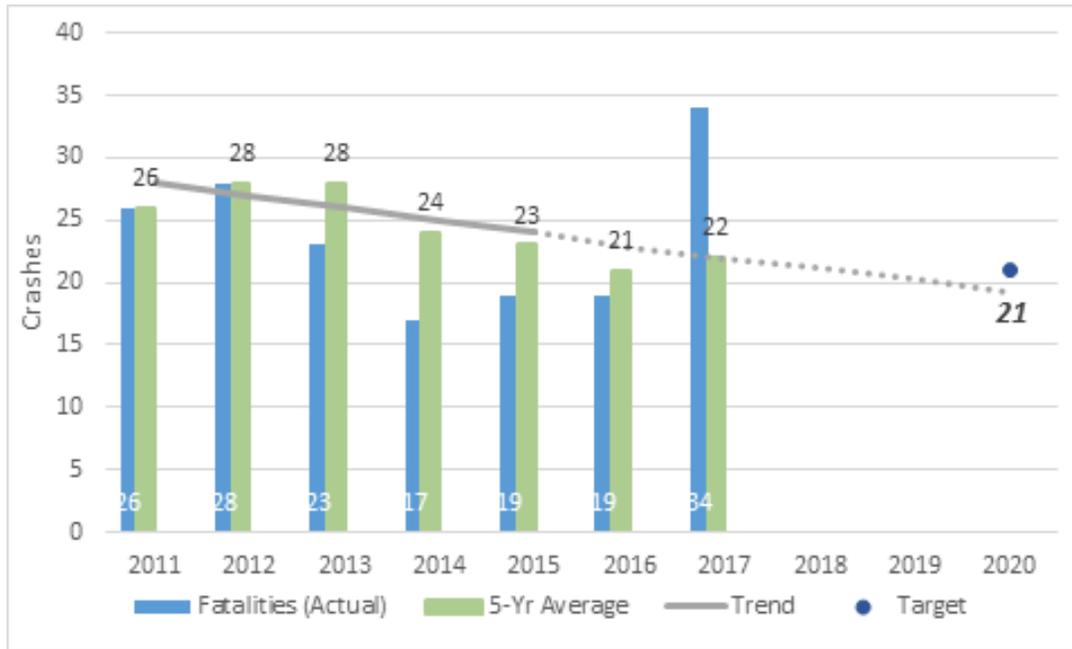
Performance Target details

Performance Target	Target Metric Type	Target Value	Target Period	Target Start Year
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C-5) Number of fatalities in crashes involving a driver or motorcycle operator with a BAC of .08 and above (FARS)-2020	Numeric	21.00	5 Year	2016
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Performance Target Justification

> Goal: Reduce impaired driving fatalities by 5 percent. · Current Condition: 22 (2013 - 2017 average)
 · Target Performance: 21 (2016- 2020 average). Justification: Between 2013 and 2017 five-year average fatalities have remained between a low of 21 and a high of 28. A target of 21 was chosen for 2020 to maintain a downward trajectory in the average number of fatalities while also acknowledging a spike in the number of fatalities in 2017. Redoubled efforts to address impaired driving are anticipated to help maintain this downward trajectory. Figure Impaired Operator Crash Trends and Projection



Source: NHTSA Imputed data (2019). Note: Restraint usage restated to reflect all motor vehicle occupants except buses. 2018 crash values not currently available. Trend line represents the five-year average historic trend through 2015 and the projected decline in crashes assuming a rate of -4% annually, consistent with the 2017-2022 SHSP.

Performance Measure: C-6) Number of speeding-related fatalities (FARS)

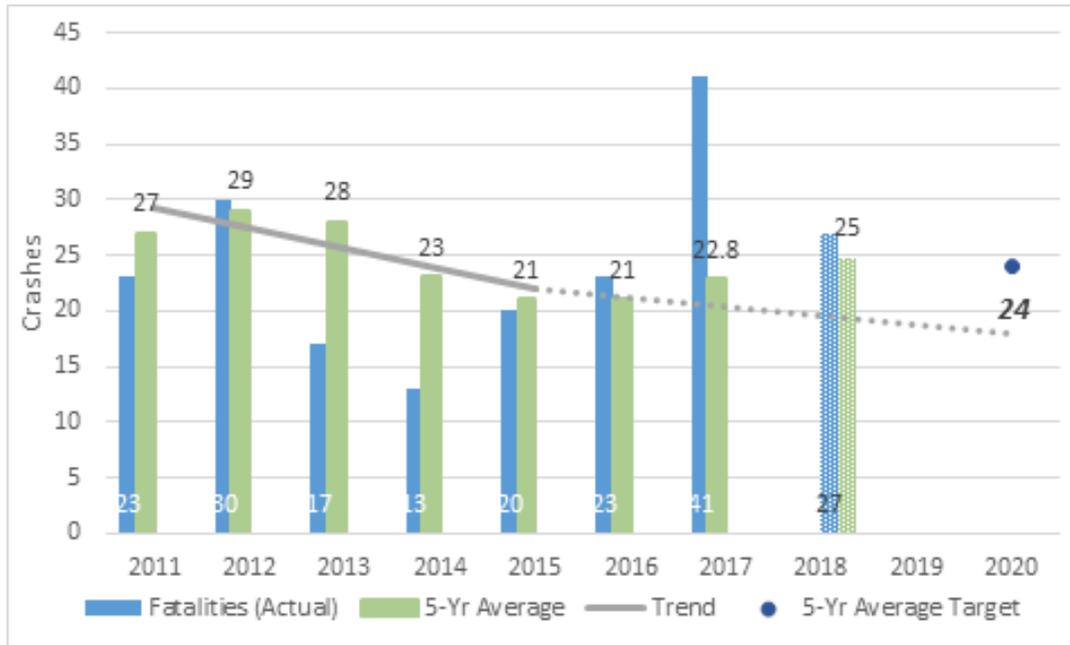
Performance Target details

Performance Target	Target Metric Type	Target Value	Target Period	Target Start Year
C-6) Number of speeding-related fatalities (FARS)-2020	Numeric	24.00	5 Year	2016

Performance Target Justification

› Goal: Reduce speed-related fatalities by 4 percent. · Current Condition: 25 (2014 - 2018 average) · Target Performance: 24 (2016 - 2020 average). › Justification: Speed-related fatalities have fluctuated over the last few years, with as few as 13 in 2014 and a spike in 2017 at 41 fatalities. The spike in 2017 will require significant decreases in future years to achieve averages that move toward the zero deaths goal. A goal of 24 fatalities in 2020 provides a realistic target and to move Rhode Island back toward a zero deaths trajectory.

Figure 7 Speed-related Fatality Trends and Projection



Source: RIDOT/OHS (2019) and FARS (2019). Note: 2018 crash values are preliminary Trend line represents the five-year average historic trend through 2015 and the projected decline in crashes assuming a rate of -4% annually, consistent with the 2017-2022 SHSP.

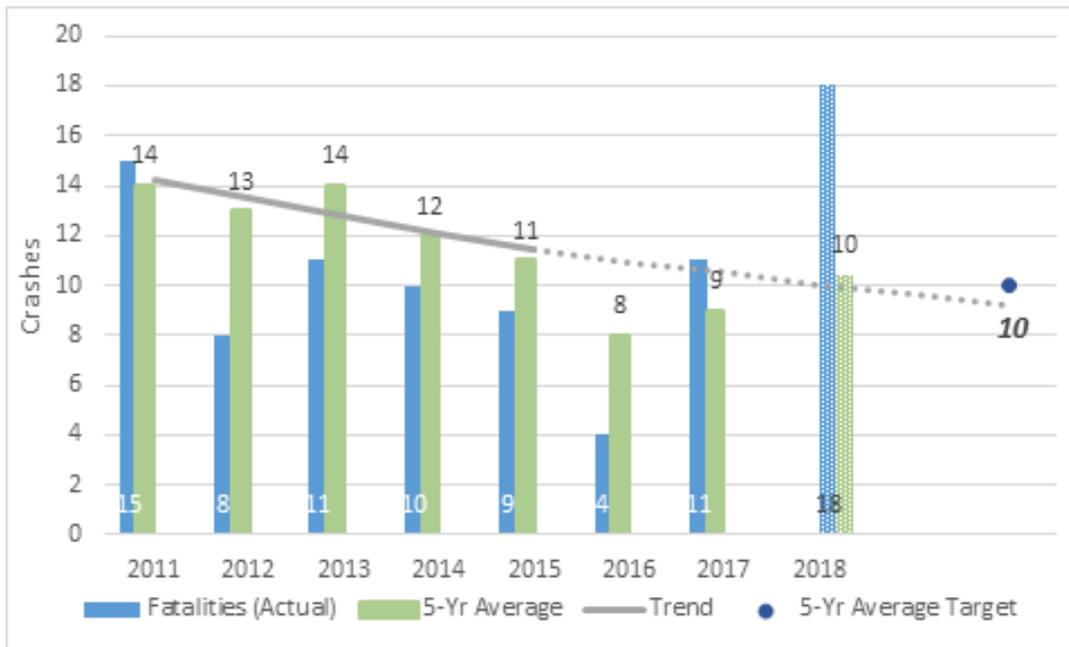
Performance Measure: C-7) Number of motorcyclist fatalities (FARS)

Performance Target details

Performance Target	Target Metric Type	Target Value	Target Period	Target Start Year
C-7) Number of motorcyclist fatalities (FARS)-2020	Numeric	10.00	5 Year	2016

Performance Target Justification

› Goal: Maintain a motorcycle fatality average at 10 or below. · Current Condition: 10 (2014 - 2018 average) · Target Performance: 10 (2016 - 2020 average). › Justification: Motorcycle fatalities have been somewhat inconsistent over the last five years with an overall downward trend. A spike in 2018 affects future average motorcycle fatalities. By instituting an aggressive program of motorcycle safety activities, Rhode Island will move toward a lower number of fatalities and move back to the path toward zero fatalities. Figure Motorcycle Fatality Crash Trends and Projection



Source: RIDOT/OHS (2019) and FARS (2019). Note: 2018 crash values are preliminary Trend line represents the five-year average historic trend through 2015 and the projected decline in crashes assuming a rate of -4% annually, consistent with the 2017-2022 SHSP.

Performance Measure: C-8) Number of unhelmeted motorcyclist fatalities (FARS)

Performance Target details

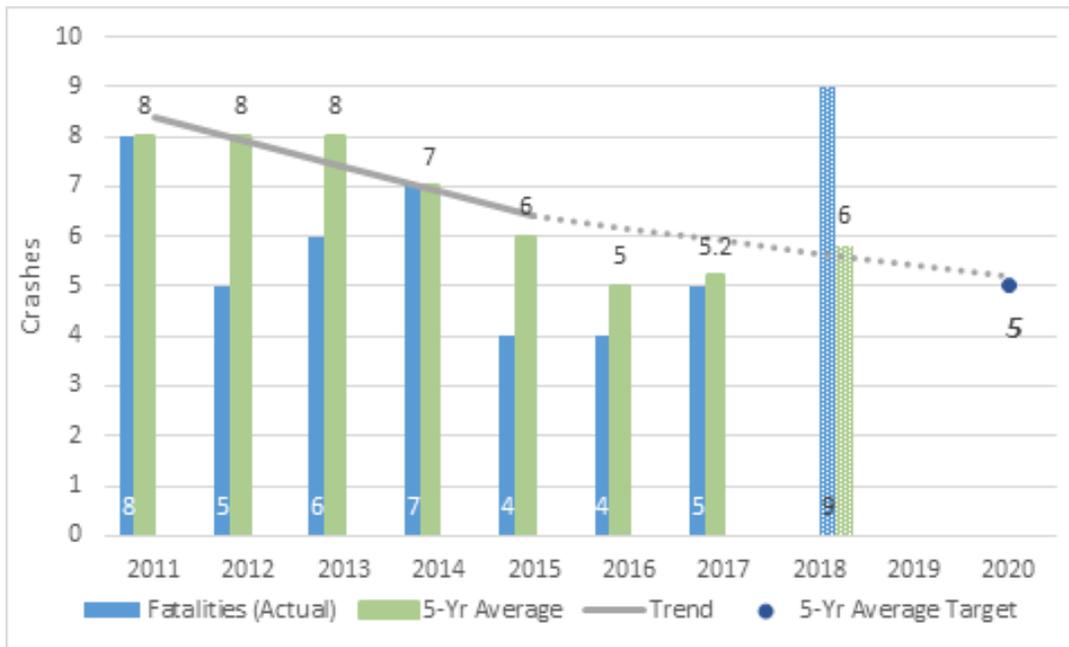
Performance Target	Target Metric Type	Target Value	Target Period	Target Start Year
C-8) Number of unhelmeted motorcyclist fatalities (FARS)-2020	Numeric	5.00	5 Year	2016

Performance Target Justification

› Goal: Maintain unhelmeted motorcycle fatality average at 6 or below. · Current Condition: 6 (2014 - 2018 average) · Target Performance: 6 (2016 - 2020 average). › Justification: Similar to the overall motorcycle performance measure, the spike in 2018 will affect future averages. By instituting an aggressive program of motorcycle safety activities, Rhode Island will move toward a lower number of unhelmeted fatalities and move back to the path toward zero fatalities. The 2016 NHTSA motorcycle assessment recommendations are anticipated to help OHS reach this goal. Figure Unhelmeted Motorcycle Fatality Crash Trends and Projection

Source: RIDOT/OHS (2019) and FARS (2019). Note: 2018 crash values are preliminary Trend line represents the five-year average historic trend through 2015 and the projected decline in crashes assuming a rate of -4% annually, consistent with the 2017-2022 SHSP

Performance Measure: C-9) Number of drivers age 20 or younger involved in fatal crashes (FARS)



Performance Target details

Performance Target	Target Metric Type	Target Value	Target Period	Target Start Year
C-9) Number of drivers age 20 or younger involved in fatal crashes (FARS)-2020	Numeric	6.00	5 Year	2016

Performance Target Justification

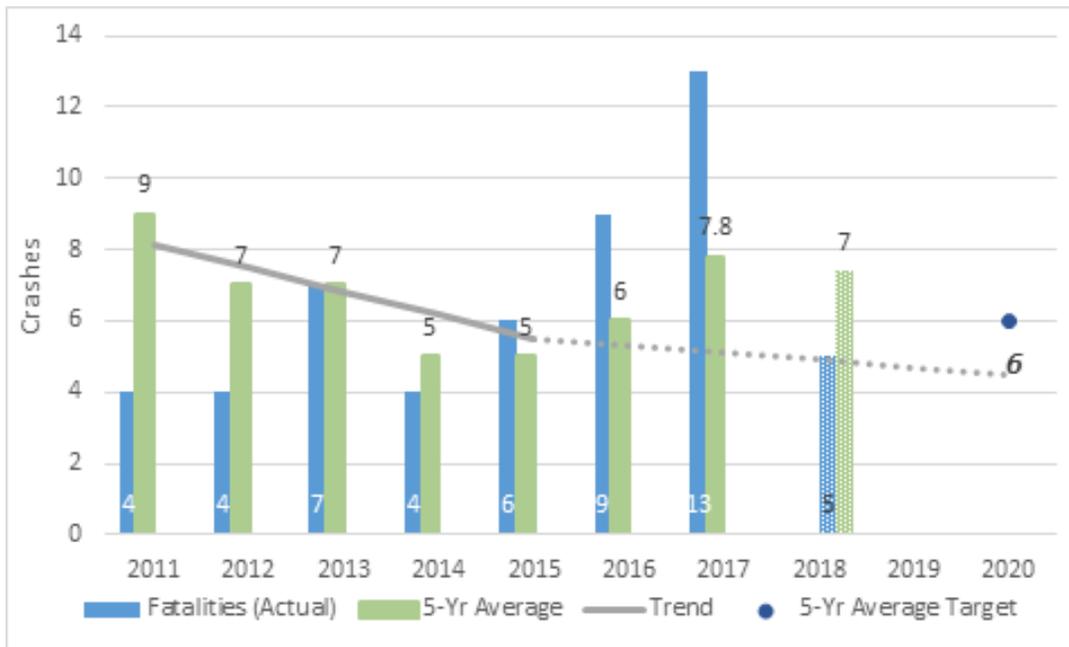
› Goal: Reduce the number of drivers age 20 or younger involved in fatal crashes by 14 percent. ·
 Current Condition: 7 (2014 - 2018 average) · Target Performance: 6 (2016 - 2020 average). ›
 Justification: Preliminarily the number of 2018 fatalities is 5 compared to 13 in 2017. This shows a decrease compared to recent years. A goal of 6 fatalities (2016 to 2020 average) has been chosen to move toward the TZD. Figure Younger Driver Involved Fatality Trends and Projection
 Source: RIDOT/OHS (2019) and FARS (2019). Note: 2018 crash values are preliminary Trend line represents the five-year average historic trend through 2015 and the projected decline in crashes assuming a rate of -4% annually, consistent with the 2017-2022 SHSP.

Performance Measure: C-10) Number of pedestrian fatalities (FARS)

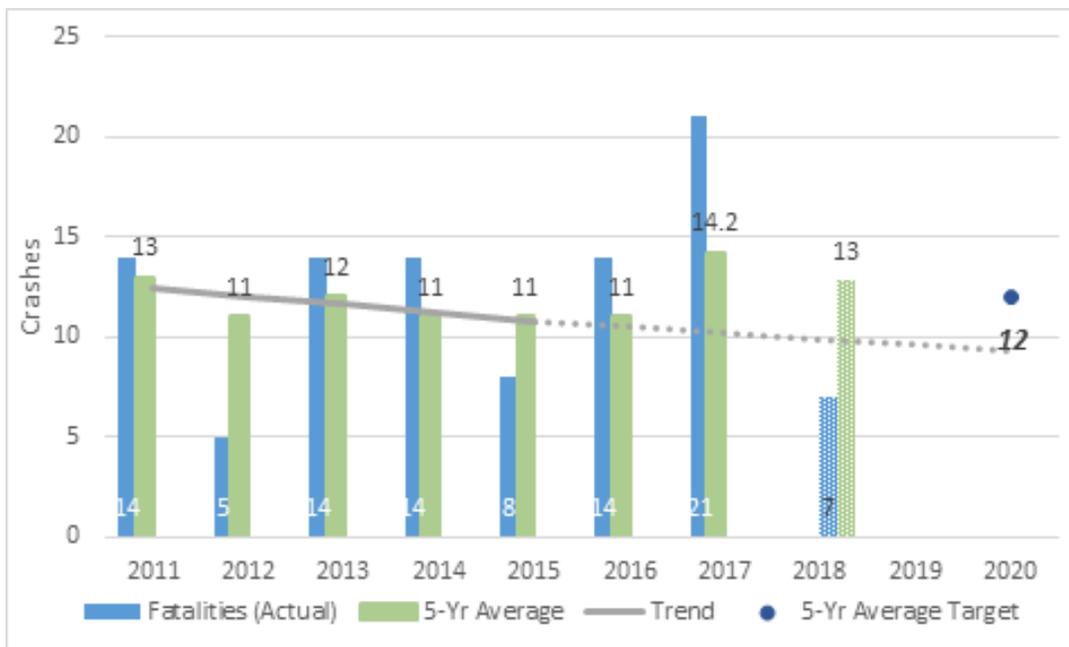
Performance Target details

Performance Target	Target Metric Type	Target Value	Target Period	Target Start Year
C-10) Number of pedestrian fatalities (FARS)-2020	Numeric	12.00	5 Year	2016

Performance Target Justification



> Goal: Reduce pedestrian fatalities by 8 percent. · Current Condition: 13 (2014 - 2018 average) · Target Performance: 12 (2016 - 2020 average). > Justification: Preliminary data indicate there were 7 pedestrian fatalities in 2018, a significant reduction from the 21 fatalities from 2017. An increased focus on statewide vulnerable road user programs targeting Providence and other municipalities with high pedestrian crashes has helped the State move back toward the TZD trend. Figure Pedestrian Fatality Trends and Projection



Source: RIDOT/OHS (2019) and FARS (2019). Note: 2018 crash values are preliminary Trend line represents the five-year average historic trend through 2015 and the projected decline in crashes assuming a rate of -3% annually for vulnerable road users, consistent with the 2017-2022 SHSP.

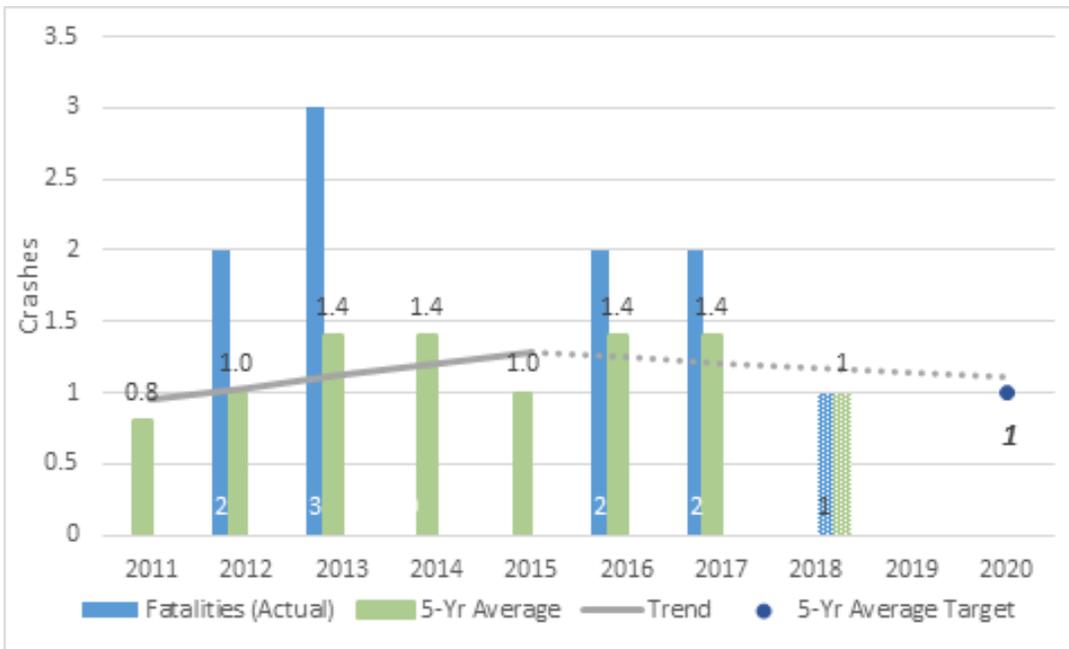
Performance Measure: C-11) Number of bicyclists fatalities (FARS)

Performance Target details

Performance Target	Target Metric Type	Target Value	Target Period	Target Start Year
C-11) Number of bicyclists fatalities (FARS)-2020	Numeric	1.00	5 Year	2016

Performance Target Justification

> Goal: Maintain five-year average bicyclist fatalities at one. · Current Condition: 1.0 (2014 - 2018 average) · Target Performance: 1 or fewer (2016 - 2020 average). > Justification: Bicyclists fatalities have been very low in Rhode Island over the past five years. Preliminary 2018 values show one fatality. On average, between 2012 and 2018, fatalities have been consistently between 1 and 2 and it is highly likely this trend will continue through the continuation of bicycle events and programs. Figure Bicyclist Fatality Trends and Projection



Source: RIDOT/OHS (2019) and FARS (2019). Note: 2018 crash values are preliminary Trend line represents the five-year average historic trend through 2015 and the projected decline in crashes assuming a rate of -3% annually for vulnerable road users, consistent with the 2017-2022 SHSP

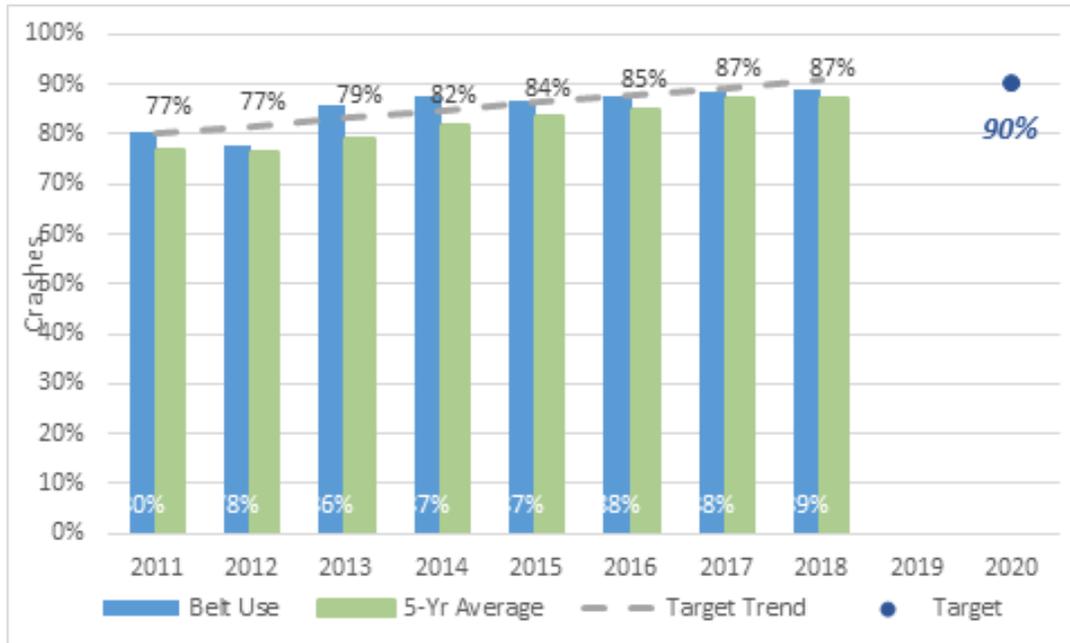
Performance Measure: B-1) Observed seat belt use for passenger vehicles, front seat outboard occupants (survey)

Performance Target details

Performance Target	Target Metric Type	Target Value	Target Period	Target Start Year
B-1) Observed seat belt use for passenger vehicles, front seat outboard occupants (survey)-2020	Numeric	90.00	5 Year	2016

Performance Target Justification

› Goal: Increase observed belt use. · Current Condition: 88.8% (2018 observation) · Target Performance: 90% (2020 observation). › Justification: Since the 2013 removal of the sunset on the primary seat belt law seat belt usage has made very minor but steady improvements. The intent is for the rate to continue to rise to 90 percent by 2020, which is achievable with the continuation of the primary seat belt law, fines, enforcement, and education programs. Figure 13 Percent Observed Belt Use in Passenger Vehicles (Front Seat Outboard Occupants) Trends and Projection



Source: RIDOT/OHS (2019) and FARS (2019).

Performance Measure: Pickup Driver Belt Use

Performance Target details

Performance Target	Target Metric Type	Target Value	Target Period	Target Start Year
Pickup Driver Belt Use-2020	Percentage	80.00	Annual	2020

Performance Target Justification

The 2017 value was 2.3 percent higher than in 2016, which is significant. A one percent increase to reach 80 percent appears a reasonable goal. Pickup drivers exhibit the lowest safety belt use rate among the vehicle types tracked in the annual Rhode Island seat belt use survey, ten percent less than passenger cars. Changing the safety behavior of these users is a key component of the initiatives in the HSP. A dedicated enforcement and education focus on these users will help move percentage use upwards.

Performance Measure: Impaired Pedestrian

Performance Target details

Performance Target	Target Metric Type	Target Value	Target Period	Target Start Year

Impaired Pedestrian-2020	Numeric	1.7	Annual	2020
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Performance Target Justification

The average annual number of impaired pedestrian fatalities is 1.8 from 2014-2018. This is a continuation of a decline over the five previous years. Continued enforcement and education efforts will help drive the number down, however, Rhode Island recognizes increased pedestrian volumes may negate some successes

Performance Measure: Distracted Driving Survey Response

Performance Target details

Performance Target	Target Metric Type	Target Value	Target Period	Target Start Year
Distracted Driving Survey Response-2020	Percentage	75.00	Annual	2020

Performance Target Justification

The target is to increase the number of DMV survey respondents who never talk on a hand-held cellular phone while driving from 45 percent to at least 75 percent. Ideally this target should be set at 100 percent., however, as an interim target, reaching 75 percent can be attainable. The 2018 DMV survey results showed that 45 percent of respondents had a “never” answer. With a cell phone ban starting in 2018, Rhode Island is encouraged more drivers will stop using their mobile devices while driving.

Performance Measure: Percentage of crash records successfully linked to a location within the roadway system

Performance Target details

Performance Target	Target Metric Type	Target Value	Target Period	Target Start Year
Linked Records - Percentage of crash records linked to another records database-2020	Percentage	5.00	Annual	2020

Primary performance attribute: Integration

Core traffic records data system to be impacted: Crash

Performance Target Justification

This performance measure is based on the C-I-01 model performance measure. Rhode Island will improve the Integration of the Crash and Roadway systems as measured in terms of an increase in: The percentage of crash records which were successfully linked to a location within the Roadway system. Rhode Island will improve the Integration of the Crash system and the Roadway system. The relationship between these systems is now bi-directional. The Roadway system can consume crash data from the Crash system directly from database views made available on 2/16/2019. The Crash system accesses the roadway’s map information using a locator service. The Roadway system was updated to a new version which provides a higher probability for the matches

between crash locations and roadway locations. The measureable progress will be shown using the following method: Count the crashes total number of crashes for the baseline and current time periods. Count the crash records which had valid location information collected from the Roadway system during each time period. Then, calculate the percentage of crashes with associated roadway information for each period. The baseline period is from April 1, 2017 to March 31, 2018. Location records are limited to those created during the baseline period. The current performance period is from April 1, 2019 to March 31, 2019. Location records are limited to those created during the current period. Numbers in this performance measure represent all crashes entered into the Crash system from all reporting agencies in Rhode Island. The baseline period had 35945 crashes with associated roadway locations out of 49302 total crashes resulting in 72.91% integration. The current period had 37879 crashes with associated roadway locations out of 48663 total crashes resulting in 77.84% integration. The result is an increase of 4.93%..

Certification: State HSP performance targets are identical to the State DOT targets for common performance measures (fatality, fatality rate, and serious injuries) reported in the HSIP annual report, as coordinated through the State SHSP.

I certify: Yes

A-1) Number of seat belt citations issued during grant-funded enforcement activities*

Seat belt citations: 4444

Fiscal Year A-1: 2018

A-2) Number of impaired driving arrests made during grant-funded enforcement activities*

Impaired driving arrests: 257

Fiscal Year A-2: 2018

A-3) Number of speeding citations issued during grant-funded enforcement activities*

Speeding citations: 9836

Fiscal Year A-3: 2018

Program areas

Program Area: Distracted Driving

Description of Highway Safety Problems

Problem Identification and Analysis

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.

Due to public demand there has been significant pressure to strictly enforce the State's cell phone law for those who are 18 and younger. There also has been increasing encouragement for

policy-makers to create a hands-free statute for all drivers. This resulted in the passage of a hands-free law that took effect on June 1, 2018.

The table below suggests that Rhode Island distraction-affected crashes have fluctuated, with data gaps and the challenges of identifying distracted driving that continue to limit accurate reporting. Close data gaps within the Traffic Records program area can help improve reporting and countermeasure identification for distraction-affected crashes.

Distraction-affected Crashes (2012-2016)

Location	2012	2013	2014	2015	2016		Crashes	Percent	Crashes	Percent
Crashes	Percent	Crashes	Percent	Crashes	Percent	Rhode Island	3	5%	6	9%
0	0%	1	2%	3	6%	Region	94	9%	92	10%
56	7%	108	10%	61	6%	Nation	3,098	10%	2,923	10%

Source: FARS (2018).

Alignment with the SHSP

The 2017-2022 SHSP includes the following strategies to reduce distracted driving fatalities:

Leadership

Establish a Distracted Driving Task Force.

Create a uniform message discouraging distracted driving and distracted while walking.

Criminal Justice System

Conduct distracted driving enforcement campaigns in hot-spots.

Explore revisions to the existing distracted driving laws and penalties.

Prevention and Treatment

Spread awareness of the dangers of distracted driving through outreach campaigns.

Work with local businesses to encourage work place policies that discourage distracted driving during work related business.

Offer distracted driving workshops for law enforcement to better understand current distracted driving laws.

Provide legislative updates to the judiciary to ensure consistent understanding of state laws for all parties.

Continue to support the incorporation of distracted driving education in drivers' education coursework.

Evaluation

Enhance procedures for completing crash reports to help identify distracted driving crashes.

Improve the capture of distracted driving violations on the crash form.

Use surrogates such as run off the road and rear end type collisions to identify distracted driving crashes.

Infrastructure

Provide the infrastructure and messaging appropriate to discourage distracted driving.

Identify and implement advanced technologies, techniques, and hardware to collect, and manage crash data.

Associated Performance Measures

Fiscal Year	Performance measure name	Target End Year	Target Period	Target Value
2020	Distracted Driving Survey Response	2020	Annual	75.00

Countermeasure Strategies in Program Area

Countermeasure Strategy
Communication Campaign
High Visibility Cellphone/Text Messaging Enforcement
Highway Safety Office Program Management

Countermeasure Strategy: Communication Campaign

Program Area: Distracted Driving

Project Safety Impacts

Although Countermeasures That Work shows communications and outreach on distracted driving as a one-star strategy, there is strong public support for such a strategy to reduce distracted driving. The passage of the a hands-free law and the implementation of the law starting June 1, 2018 was a result of support by the public. The low percentage of respondents who indicate a "never" answer when asked about use of a hand-held device while driving may rise with the implementation of the new law and complemented by a communication and outreach campaign.

Linkage Between Program Area

The low number of distracted driving crashes is attributed to the challenges of collecting accurate data. Therefore, until there are improved metrics to determine the contributions of distracted driving, public attitudinal surveys are the preferred indicator to monitor distracted driving efforts.

Rationale

Countermeasures That Work, Chapter 4, Section 2.2 describes examples of communication and outreach activities that Rhode Island distracted driving activities draw on. State-approved media vendors are the key sub-recipients used to assist with the development and deployment of communication strategies.

Planned activities in countermeasure strategy

Unique Identifier	Planned Activity Name
NHTSA402DD2006	RI Police Chiefs Association - Safety Partnership Program
NHTSA402DD2007	ThinkFast Interactive High School Education Program
NHTSA402DD2008	VMS Message Boards
NHTSA402DD2011	Work Zone Safety Campaign
NHTSAFESPE2001E	Creative Media Distracted Driving

NHTSAFESPE2002E	Paid Media Distracted Driving
NHTSAFESX2001E	Citizens Traffic Safety Academy

Planned Activity: RI Police Chiefs Association - Safety Partnership Program

Planned activity number: NHTSA402DD2006

Primary Countermeasure Strategy ID:

Planned Activity Description

There is increasing need for statewide law enforcement executive oversight of Highway Safety funds in order to promote more efficient and effective use of them in every municipality to maintain consistent law enforcement efforts and introduce information and training opportunities targeting highway safety initiatives. Promoting that at the Chiefs' level will elevate it to priority status. RIDOT is dependent upon all police departments in the state to submit specific data in order for RIDOT to give accurate statistical information to NHTSA which in turn justifies the request for future funding within the state. Many times, the data transferals depend on department leadership priorities. The RIPCA will encourage priority of data collection at an Executive Level. The partnership between RIPCA and RIDOT/OHS is currently being handled by individuals at local levels as well as through the Executive Board at RIPCA. RIPCA has recognized that full time chiefs do not have the time necessary to handle these issues on a statewide basis. RIDOT/OHS will partner with RIPCA on other traffic safety initiatives to include distracted driving and pedestrian safety.

Funding will allow the RIPCA to disseminate information from the Office on Highway Safety to all active law enforcement leadership entities and other state agencies (ie; DEM). The RIPCA will also lead a media effort which includes law enforcement safety information by all municipalities. This project supports a portion of the salary of the RI Police Chiefs' Executive Director's salary. It also affords the membership of the RIPCA an opportunity to create and buy media pieces which highlight municipal law enforcement messages and efforts. Any media pieces will be pre-approved by the OHS. Success will be measured by the increased buy in and law enforcement participation by PD Chiefs regarding all highway safety initiatives.

This planned activity is listed three times in the HSP and will cost \$200,000. This is split funded between the three projects NHTSA402PT2007 (\$50,000), NHTSA164AL2004 (\$100,000), and NHTSA402DD2006 (\$50,000). This supports the ED's position as well as efforts for a media campaign to include creative, social, and paid media. This past year they created a campaign to complement our Distracted Driving efforts and in 2020 they will once again mirror one of our multiple campaigns which is dictated by shared data. The ED will continue to assist our efforts to increase law enforcement traffic safety activities and will also bring our efforts to Law Enforcement leadership. The ED will work as one of the OHS's most cooperative team members and stakeholders. They will supply monthly reports as will all our sub grantees.

Intended Subrecipients

Rhode Island Police Chiefs Association (RIPCA).

Countermeasure strategies

Countermeasure Strategy
Communication Campaign
High Visibility Cellphone/Text Messaging Enforcement

Funding sources

Source Fiscal Year	Funding Source ID	Eligible Use of Funds	Estimated Funding Amount	Match Amount	Local Benefit
2020	FAST Act NHTSA 402	Distracted Driving (FAST)	\$50,000.00	\$12,500.00	\$20,000.00

Planned Activity: ThinkFast Interactive High School Education Program

Planned activity number: NHTSA402DD2007

Primary Countermeasure Strategy ID:

Planned Activity Description

Think Fast Interactive, created by TJohnE Productions, is an interactive game show style program that blends critical highway safety messaging with pop culture to command youth's engagement and attention at high school and middle school assemblies. The production educates on such emphasis areas as Distracted Driving, Impaired Driving, Occupant Protection, GDL (Graduated Driver's License) Laws, RI General Law, and Pedestrian/Bicycle Safety. ThinkFast is funded by three different funding sources under these projects; NHTSA402SA2004 (\$50,000), NHTSA402DD2007 (\$50,000), and NHTSA402PS2004 (\$50,000). These three funding sources are represented within each production's content. Reaching up to 50 schools by the conclusion of each school year hitting grade 6-12, this program exposes youth to important targeted highway safety information with a strong retention rate. The goal of ThinkFast is to empower Rhode Island middle and high school youth to make more educated and safe decisions when on Rhode Island roadways as either an occupant or as a driver. In order to measure the success of the program throughout the school year, pre and post examinations are administered. This ensures the programs success by measuring youth's knowledge of traffic safety emphasis areas, and 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. These results are featured in the OHS's Annual Report.

Intended Subrecipients

TJohnE Productions

Countermeasure strategies

Countermeasure Strategy
Communication Campaign

Funding sources

Source Fiscal Year	Funding Source ID	Eligible Use of Funds	Estimated Funding Amount	Match Amount	Local Benefit
2020	FAST Act NHTSA 402	Distracted Driving (FAST)	\$50,000.00	\$12,500.00	\$20,000.00

Planned Activity: VMS Message Boards

Planned activity number: NHTSA402DD2008

Primary Countermeasure Strategy ID:

Planned Activity Description

Portable Variable Message Boards to display the “Drive Sober or Get Pulled Over” or other High Visibility of DUI laws messages for law enforcement agencies to be used as part of the two national “Drive Sober or Get Pulled Over” impaired driving crackdowns as well as for monthly sustained enforcement as part of the HVE program funded by OHS with NHTSA monies. 10 cities/towns will be chosen based on data and those who help coordinate the States’ DUI task force details. Agencies chosen to receive grant funding to purchase Portable Variable Message Boards shall enter into a Memorandum of Agreement with the Office on Highway Safety regarding the effectiveness of safety messages. Furthermore, this Memorandum of Understanding will cover the usage of these tools and will make the subrecipient explicitly aware that the usage of these signs is restricted to alcohol related safety messages; Speed enforcement safety messages; seatbelt safety messages; Distracted Driving safety messages; and Non-Motorized messaging. The Office on Highway Safety shall closely monitor the usage of these message boards for compliance. These VMS boards will be Buy America compliant and shall be proportionally funded, but will primarily be used for Alcohol Enforcement messaging 75% Alcohol; 25% Distracted; 25% Speed; 25% OP, and 25% Non-motorized..

Intended Subrecipients

TBD

Countermeasure strategies

Countermeasure Strategy
Communication Campaign

Funding sources

Source Fiscal Year	Funding Source ID	Eligible Use of Funds	Estimated Funding Amount	Match Amount	Local Benefit
2020	FAST Act NHTSA 402	Distracted Driving (FAST)	\$25,000.00	\$6,250.00	\$10,000.00

Planned Activity: Work Zone Safety Campaign

Planned activity number: NHTSA402DD2011

Primary Countermeasure Strategy ID: Communication Campaign

Planned Activity Description

One of RIDOT’s experienced Work Zone safety staff was severely injured by an impaired driver this year. Although RIDOT supports and implements safety plans and training for all workers associated with road safety construction sites driving behavior continues to threaten all work zone safety staff. This program is twofold. One part is an educational module created with one of the state’s unique charter schools , The New England Laborer’s Construction Career Academy. The school has a 10 week work zone safety module which stresses

dangerous driving behavior. The school has agreed to allow us to share our NHTSA safety knowledge with the students. We'll also be creating a Work Zone safety poster media competition. This program is intended to reach young students studying road construction as well as the general public. Although we have a move over law many people do not understand the law itself or its intention. This program will help increase the safety knowledge base. The created media earned and paid will help us with our educational efforts on a larger scale. venues to highlight the messages and spread the awareness of work zone safety responsibilities and efforts. Data that supports this effort;

Recent increase in the number of Rhode Island Traffic Crashes occurring within a work zone.

FFY17 588

FFY18 was 527

FFY19 900 (preliminary).

Intended Subrecipients

High school students and the general public

Countermeasure strategies

Countermeasure Strategy
Communication Campaign

Funding sources

Source Fiscal Year	Funding Source ID	Eligible Use of Funds	Estimated Funding Amount	Match Amount	Local Benefit
2020	FAST Act NHTSA 402	Distracted Driving (FAST)	\$25,000.00	\$6,250.00	\$10,000.00

Planned Activity: Creative Media Distracted Driving

Planned activity number: NHTSAFESPE2001E

Primary Countermeasure Strategy ID:

Planned Activity Description

activity OHS will fund creation of media to support law enforcement mobilizations, including during National Distracted Driving Month (April 2020). Using a State of Rhode Island Master Price Agreement (MPA) vendor to design the creative materials, our primary target audience will be adults between 25 to 54 years old, with the secondary target being adults 16-24 years old. Focus groups will be conducted to determine the best creative direction to reach these audiences.

Intended Subrecipients

State-approved media vendor.

Countermeasure strategies

Countermeasure Strategy
Communication Campaign

Funding sources

Source Fiscal Year	Funding Source ID	Eligible Use of Funds	Estimated Funding Amount	Match Amount	Local Benefit
2020	FAST Act 405e Special Distracted Driving	405e Public Education (FAST)	\$1,094,750.00	\$273,687.50	

Planned Activity: Paid Media Distracted Driving

Planned activity number: NHTSAFESPE2002E

Primary Countermeasure Strategy ID:

Planned Activity Description

OHS will fund placement of media to support law enforcement mobilizations, including during National Distracted Driving Month (April 2020). Our primary target audience will be adults between 25 to 54 years old, with the secondary target being adults 16-24 years old. As stipulated by the MPA contract, the selected vendor will conduct a comprehensive post-by analysis, which will serve as the evaluation for this project.

Intended Subrecipients

State-approved media vendor.

Countermeasure strategies

Countermeasure Strategy
Communication Campaign

Funding sources

Source Fiscal Year	Funding Source ID	Eligible Use of Funds	Estimated Funding Amount	Match Amount	Local Benefit
2020	FAST Act 405e Special Distracted Driving	405e Public Education (FAST)	\$1,000,000.00	\$250,000.00	

Planned Activity: Citizens Traffic Safety Academy

Planned activity number: NHTSAFESX2001E

Primary Countermeasure Strategy ID:

Planned Activity Description

OHS will fund the second year of the Citizens Traffic Safety Academy (CTSA). The program is scheduled to conduct the 3rd session in August 2019. A final evaluation report from an independent evaluator is forthcoming. The funding will be in four equal values of \$25,000.00 from each of these funding streams/projects NHTSAFHLE2006H (405H), NHTSAM2HVLE2008B (405b), NHTSAFESX2001E (405e), and NHTSAFDLDT2003(405D) for a total of \$100,000.00.

The RI DOT Strategic Highway Safety Plan (SHSP, 2017-2022) set a performance target of reducing annual

road fatalities and serious injuries by half by 2030. The intermediate performance measures identified in the SHSP look for an annual reduction of 3.2 percent in fatal and serious injury crashes. The State of Rhode Island continues to experience significant consequences related to risky driving behaviors that include but are not limited to impaired driving, speed, occupant protection, motorcycles, vulnerable road users and distracted driving.

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.

Due to public demand there has been significant pressure to strictly enforce the State’s cell phone law for those who are 18 and younger. There also has been increasing encouragement for policy-makers to create a hands-free statute for all drivers. This resulted in the passage of a hands-free law that took effect on June 1, 2018.

The table below suggests that Rhode Island distraction-affected crashes have fluctuated, with data gaps and the challenges of identifying distracted driving that continue to limit accurate reporting. Close data gaps within the Traffic Records program area can help improve reporting and countermeasure identification for distraction-affected crashes.

Distraction-affected Crashes (2012-2016)

Location		2012		2013		2014		2015		2016	
		Crash	%	Crash	%	Crash	%	Crash	%	Crash	%
Rhode Island	3		5%	6	9%	0	0%	1	2%	3	6%
Region		94	9%	92	10%	56	7%	108	10%	61	6%
Nation		3,098	10%	2,923	10%	2,972	10%	3,242	10%	3,157	9%

Source: FARS (2018).

Alcohol-impaired driving continues to be a significant contributing factor in Rhode Island’s crash fatalities and serious injuries. Alcohol-impaired crashes accounted for 41 percent of the total fatalities in 2017, second to speed-related at 49 percent. Alcohol impairment in fatal crashes in Rhode Island significantly exceeds that of New England and the nation. In 2016, Rhode Island was 37 percent, a number higher than the 33 percent regionally and 28 percent nationally. This trend of Rhode Island having a higher proportion of impaired driving fatalities than New England or the nation has been true for eight of the last 10 years. Based on NHTSA imputed data from 2011 through 2016, the majority of Rhode Island’s alcohol-related fatalities involved a driver or motorcycle operator with a BAC greater than or equal to the legal limit of 0.08. Almost one-third (31%) of impaired driving fatal crashes involved a driver age 25-34 years old.

Concern for the needs of vulnerable road users, including pedestrians and bicyclists, has grown in recent years as the volume and prevalence of these road users has become more widely observed. The growing millennial generation is demanding walkable and bikeable facilities. As such it becomes even more important to monitor

and enhance the safety of these roadway users.

Over the most recent five-year period (2014-2018) pedestrian fatalities averaged 13 per year. The spike in 2017 contributes to a rise in the average compared to averages in the past. A reduction in fatalities to 7 in 2018 helps to lower the average. Bicyclist fatalities have generally been low over the last five years with no fatalities in 2014 and 2015, while in each of 2016 and 2017, there were two fatalities per year, and one in 2018.

A total of 147 pedestrians were killed in motor vehicle crashes in Rhode Island from 2007 through 2018 and total fatalities involving pedestrians have fluctuated from as few as five to as many as 21 in 2017. Over this period bicycle fatalities have totaled 12 with between zero and three occurring in a given year. Rhode Island has exceeded the national percentage for pedestrian fatalities during all but one of the last ten years. The proportion of pedestrian fatalities rose in 2017 in conjunction with rise in overall fatalities did not. In terms of bicycle fatalities as a proportion of total fatalities, the small number of fatalities occurring in the state causes each crash to have a significant impact. By age, most pedestrian fatalities are 65 and over (38%) or between the ages of 45 to 54 (17%). By race, most pedestrian fatalities are white (74%) and 21 percent are identified as black or Hispanic.

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 22 percent of the total fatalities in 2018. The safety belt use rate for Rhode Island, while steadily rising, has been well below the national rate over the last decade. The Rhode Island seat belt in 2018 was 88.8 percent, lower than the national rate of 89.6 percent. However, the increase in safety belt use also appears to be associated with the continued decline of unrestrained fatalities. Additional analysis of 2014-2018 data show that most of unrestrained drivers in fatal crashes are white (72%) and 30% of occupants are under age 25.

In Rhode Island, a fatality is defined as speed-related if one of the driver-related factors includes driving over the speed limit, excessive speed, driving too fast for conditions, or racing. A speed-related serious injury crash is defined as occurring when a citation is issued to a driver involved in the crash for exceeding the lawful speed limit.

Although alcohol-involved fatalities have been trending downward based on a rolling average, the percentage of RI's fatal alcohol-involved motor vehicle crashes for 2015 at 42%, are higher than the US average (at 29%) and those of New England States (at 34%). Speed related fatalities in 2015 accounted for 44 percent of crashes, compared to 33 percent in the region and 27 percent nationwide. Data had indicated a downward trend during 2011-2016 in motorcyclist fatalities. However, preliminary data for 2017 indicates an increase from 4 in 2016 to 11 and there are already 13 in 2018. The five-year average (2011-2015) for pedestrian fatalities is 11. Preliminarily in 2016 there are 14 and 21 in 2017. For 2018 there are currently 4. In RI and Nationally, distraction is becoming an increasingly evident behavioral concern in crashes. There currently are limited resources available for collection of this data that heavily relies on law enforcement data collection in the crash report process. Nationally and Regionally distraction is reported to be involved in 10 percent of fatal crashes. Most however believe some form of distraction contributes to a higher percentage of fatal crashes but due to circumstances this data could not or cannot be obtained and or verified.

The Citizens Traffic Safety Academy is a program designed to provide a statewide educational and outreach strategy focused program on highway safety emphasis areas delivered through training, awareness and prevention classes. It will provide a comprehensive framework for reducing highway fatalities and serious

injuries on all public roads. It is based on the highly successful Citizens Police Academy model which uses outreach and education to familiarize members of the public about law enforcement's role in community and to increase positive community engagement with law enforcement.

The Citizens Traffic Safety Academy is a comprehensive approach to all traffic safety emphasis areas that will support the statewide goals of the RI DOT Strategic Highway Safety Plan (2017-2022). By integrating the 4 Es' of highway safety—engineering, education, enforcement, and emergency medical services (EMS) the program will assist RI DOT in attaining the goal of the three percent annual reduction in the referenced intermediate performance targets. The program will also incorporate a fifth E by utilizing an independent evaluator to evaluate the program itself. The specific focus areas targeted by CTSA include:

- Alcohol and Drug Impaired Driving
- Speeding
- Seatbelt and Child Restraint
- Distracted and Drowsy Driving
- Motorcycles - other driver awareness
- Aging Road Users
- Young Drivers
- Work Zone Safety
- Law Enforcement Techniques
- Life Saving Casualty Care

The purpose of the Citizens Traffic Safety Academy is to create a cadre of traffic safety experts to foster better communication between citizens and highway safety experts through education and awareness. The Target Audience for CTSA is adults of the general public to include State and Community Leaders. The Citizens Traffic Safety Academy will provide information and training to the citizens who participate, so they may make safe and informed judgments while driving, walking or biking.

The Rhode Island Department of Transportation's Office on Highway Safety in conjunction with Spartan International Consulting Group is creating a partnership with the community to provide quality education in the traffic safety emphasis areas to help in the protection of life and property and to improve the public's awareness to the dangers facing all roadway users.

The CTSA class will meet one day per week for three hours for a period of eight weeks. The classes have been currently held at the New England Institute of Technology. It is planned to partner with other State, Colleges and community groups to continue the program at various locations throughout the State to increase the reach of participants. There is a minimum of 20 participants per class and there are 4 planned sessions in this FFY. The program is looking to expand by being provided to all state employees within DOT and other Departments as part of the States incentive program for education and training. This class will have approximately 30-35 participants.

The program will use classroom instruction paired with demonstrations and participation blocks to raise awareness and change behaviors while focusing on the emphasis areas of the SHSP. The program will be able to target specific target audience agendas based on the community in which the program is presented.

Education is the driving force behind this program with increased community relations with law enforcement, traffic safety partners and stakeholders. The use of a pre- and post-survey will show the effectiveness of the

education and awareness program efforts to show if a greater level of understanding and awareness was achieved.

Intended Subrecipients

Spartan International Consulting Group

Countermeasure strategies

Countermeasure Strategy
Communication Campaign

Funding sources

Source Fiscal Year	Funding Source ID	Eligible Use of Funds	Estimated Funding Amount	Match Amount	Local Benefit
2020	FAST Act 405e Special Distracted Driving	405e DD Law Enforcement (FAST)	\$25,000.00	\$6,250.00	

Countermeasure Strategy: High Visibility Cellphone/Text Messaging Enforcement

Program Area: Distracted Driving

Project Safety Impacts

The passage and implementation of a hands-free law is best supported by complementary law enforcement activities statewide to change public attitudes toward distracted driving.

Linkage Between Program Area

With the hands-free law, distracted driving enforcement, and communication campaigns implemented in combination by State partners, the percentage of respondents who state "never" when asked if they use a handheld electronic device while driving is expected to rise.

This is an innovative countermeasure as law enforcement agencies look to improve their data collection and enforcement techniques to better capture instances of distracted driving and to better understand the depth of the issue.

Rationale

Countermeasures That Work, Chapter 4, Section 1.3 lists high visibility cell phone and text messaging enforcement as a four-star countermeasure. Funds are allocated to the State Police, municipal law enforcement agencies, the University of Rhode Island, and the police academy to carry out enforcement activities.

Planned activities in countermeasure strategy

Unique Identifier	Planned Activity Name
NHTSA402DD2006	RI Police Chiefs Association - Safety Partnership Program
NHTSAFESDDLE2001	State Agencies (RIMPA) Distracted Driving
NHTSAFESX2002E	DUI Patrol Vehicles

Planned Activity: RI Police Chiefs Association - Safety Partnership Program

Planned activity number: NHTSA402DD2006

Primary Countermeasure Strategy ID:

Planned Activity Description

There is increasing need for statewide law enforcement executive oversight of Highway Safety funds in order to promote more efficient and effective use of them in every municipality to maintain consistent law enforcement efforts and introduce information and training opportunities targeting highway safety initiatives. Promoting that at the Chiefs' level will elevate it to priority status. RIDOT is dependent upon all police departments in the state to submit specific data in order for RIDOT to give accurate statistical information to NHTSA which in turn justifies the request for future funding within the state. Many times, the data transfers depend on department leadership priorities. The RIPCA will encourage priority of data collection at an Executive Level. The partnership between RIPCA and RIDOT/OHS is currently being handled by individuals at local levels as well as through the Executive Board at RIPCA. RIPCA has recognized that full time chiefs do not have the time necessary to handle these issues on a statewide basis. RIDOT/OHS will partner with RIPCA on other traffic safety initiatives to include distracted driving and pedestrian safety.

Funding will allow the RIPCA to disseminate information from the Office on Highway Safety to all active law enforcement leadership entities and other state agencies (ie; DEM). The RIPCA will also lead a media effort which includes law enforcement safety information by all municipalities. This project supports a portion of the salary of the RI Police Chiefs' Executive Director's salary. It also affords the membership of the RIPCA an opportunity to create and buy media pieces which highlight municipal law enforcement messages and efforts. Any media pieces will be pre-approved by the OHS. Success will be measured by the increased buy in and law enforcement participation by PD Chiefs regarding all highway safety initiatives.

This planned activity is listed three times in the HSP and will cost \$200,000. This is split funded between the three projects NHTSA402PT2007 (\$50,000), NHTSA164AL2004 (\$100,000), and NHTSA402DD2006 (\$50,000). This supports the ED's position as well as efforts for a media campaign to include creative, social, and paid media. This past year they created a campaign to complement our Distracted Driving efforts and in 2020 they will once again mirror one of our multiple campaigns which is dictated by shared data. The ED will continue to assist our efforts to increase law enforcement traffic safety activities and will also bring our efforts to Law Enforcement leadership. The ED will work as one of the OHS's most cooperative team members and stakeholders. They will supply monthly reports as will all our sub grantees.

Intended Subrecipients

Rhode Island Police Chiefs Association (RIPCA).

Countermeasure strategies

Countermeasure Strategy
Communication Campaign
High Visibility Cellphone/Text Messaging Enforcement

Funding sources

Source Fiscal Year	Funding Source ID	Eligible Use of Funds	Estimated Funding Amount	Match Amount	Local Benefit
2020	FAST Act NHTSA 402	Distracted Driving (FAST)	\$50,000.00	\$12,500.00	\$20,000.00

Planned Activity: State Agencies (RIMPA) Distracted Driving

Planned activity number: NHTSAFESDDLE2001

Primary Countermeasure Strategy ID:

Planned Activity 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, 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, 2017 through September 30, 2018 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 through Rhode Island through training and other duties as determine by the OHS. The LEHSTC will accomplish these duties and responsibilities through day to day contact with all Grant Managers in the municipalities as well as act as the highway safety contact with the Rhode Island Chiefs of Police and other highway safety advocates in Rhode Island.

Intended Subrecipients

Rhode Island Municipal Police Academy.

Countermeasure strategies

Countermeasure Strategy
High Visibility Cellphone/Text Messaging Enforcement

Funding sources

Source Fiscal Year	Funding Source ID	Eligible Use of Funds	Estimated Funding Amount	Match Amount	Local Benefit
2020	FAST Act 405e Special Distracted Driving	405e DD Law Enforcement (FAST)	\$51,827.00	\$12,956.75	

Planned Activity: DUI Patrol Vehicles

Planned activity number: NHTSAFESX2002E

Primary Countermeasure Strategy ID: High Visibility Cellphone/Text Messaging Enforcement

Planned Activity Description

Intended Subrecipients

Police Departments.

Countermeasure strategies

Countermeasure Strategy
High Visibility Cellphone/Text Messaging Enforcement

Funding sources

Source Fiscal Year	Funding Source ID	Eligible Use of Funds	Estimated Funding Amount	Match Amount	Local Benefit
2020	FAST Act 405e Special Distracted Driving	405e DD Law Enforcement (FAST)	\$82,875.00	\$20,718.75	

Countermeasure Strategy: Highway Safety Office Program Management

Program Area: Distracted Driving

Project Safety Impacts

The countermeasure strategy, with its focus on staff and office resources, is designed to maintain and implement the countermeasure strategies of the program area. The commitment of program management resources in this area will help to address issues such as the implementation and impact of the new hands-free law.

Linkage Between Program Area

The staff resources funded in this program area are used to monitor and prioritize the implementation of countermeasures, moving the program area towards its stated targets. Staff will coordinate resources and activities to support initiatives such as the new hands-free law that shows promise of stemming the fluctuations in the number of distraction-affected crashes.

Rationale

This countermeasure is used primarily to fund staff salaries to maintain consistent day-to-day implementation of program area activities.

Planned activities in countermeasure strategy

Unique Identifier	Planned Activity Name
NHTSA402DD2001	Salaries (Distracted Driving)
NHTSAFESX2000E	Audit Fees

Planned Activity: Salaries (Distracted Driving)

Planned activity number: NHTSA402DD2001

Primary Countermeasure Strategy ID:

Planned Activity Description

Fees charged to NHTSA accounts for all Program Coordinators, as well as, interns/co-op students, and any additional staff secured.

Intended Subrecipients

Rhode Island Department of Transportation.

Countermeasure strategies

Countermeasure Strategy
Highway Safety Office Program Management

Funding sources

Source Fiscal Year	Funding Source ID	Eligible Use of Funds	Estimated Funding Amount	Match Amount	Local Benefit
2020	FAST Act NHTSA 402	Distracted Driving (FAST)	\$102,000.00	\$25,500.00	\$0.00

Planned Activity: Audit Fees

Planned activity number: NHTSAFESX2000E

Primary Countermeasure Strategy ID: Highway Safety Office Program Management

Planned Activity Description

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

Intended Subrecipients

Rhode Island Department of Transportation.

Countermeasure strategies

Countermeasure Strategy
Highway Safety Office Program Management

Funding sources

Source Fiscal Year	Funding Source ID	Eligible Use of Funds	Estimated Funding Amount	Match Amount	Local Benefit
2020	FAST Act 405e Special Distracted Driving	405e DD Law Enforcement (FAST)	\$2,300.00	\$575.00	

Program Area: Impaired Driving (Drug and Alcohol)

Description of Highway Safety Problems

Problem Identification and Analysis

Alcohol-impaired driving continues to be a significant contributing factor in Rhode Island's crash fatalities and serious injuries. Alcohol-impaired crashes accounted for 41 percent of the total fatalities in 2017, second to speed-related at 49 percent. Alcohol impairment in fatal crashes in Rhode Island significantly exceeds that of New England and the nation. In 2016, Rhode Island was 37 percent, a number higher than the 33 percent regionally and 28 percent nationally. This trend of Rhode Island having a higher proportion of impaired driving fatalities than New England or the nation has been true for eight of the last 10 years. Based on NHTSA imputed data from 2011 through 2016, the majority of Rhode Island's alcohol-related fatalities involved a driver or motorcycle operator with a BAC greater than or equal to the legal limit of 0.08.

Almost one-third (31%) of impaired driving fatal crashes involved a driver age 25-34 years old. The Cities of Providence, Warwick, Coventry, Cranston, and North Kingstown have the highest number of impaired driver fatal crashes over the most recent five year period (2014-2018). This information will be used to develop appropriate educational and marketing materials and target enforcement activities to reduce impaired driving fatalities.

Several state laws, policies, and practices affect how the State identifies, enforces, and reports on impaired driving:

In July 2003, Rhode Island enacted a law making it a crime for anyone to operate a motor vehicle with a BAC of 0.08 or above. For young drivers, a BAC level of 0.02 results in license suspension until the age of 21.

The Rhode Island Supreme Court has ruled that sobriety checkpoints are unconstitutional. A police officer may or may not indicate suspicion of alcohol involvement in a crash report. BAC testing is often performed only on persons who are killed in a crash and not on surviving drivers. Prior to June 28, 2006, refusing a chemical test carried a lower penalty than a DUI, resulting in a greater number of citations for chemical test refusals. The significant number of refusals severely limited the availability of BAC data and hindered problem identification. On June 28, 2006, Governor Carcieri signed legislation doubling the license suspension for a first offense refusal; criminalizing second and subsequent offenses; increasing fines, imprisonment, and license suspensions; and requiring community service. The intent of the law was to make the choice of chemical test refusal less attractive and increase BAC data.

The Rhode Island DUI law provides for higher sanctions at increasing BAC levels: 0.08 to <0.10, 0.10 to <0.15, and 0.15 and greater. Of the 66 drivers and motorcycle operators involved in fatal crashes in 2015, 49 were male and 17 were female.

Drugs also are prevalent in the State's motor vehicle crashes. The data were obtained from medical examiner and law enforcement cases.

During FFY 2017 RIDOT, the Director, and the OHS placed a new emphasis on reducing and

eliminating impaired driving crashes. This effort included establishing a 10-year plan for eliminating impaired driving crashes that is tied to funding needs and identifies potential sources. Through this planning effort, OHS and its partners also began to expand the conversation around impaired driving to include drugged driving and are working to better understand the magnitude and impacts of drugged driving in Rhode Island.

One of the notable outcomes of this renewed emphasis on reducing impaired driving fatalities was the previously described #beyondthecrash and “The Ripple Effect” social media campaign. This campaign was completed in partnership with the Rhode Island State Police. It featured law enforcement officers describing how they have been impacted by impaired driving fatalities. During FFY 2016 RIDOT OHS invited NHTSA to lead an impaired Driving Assessment. During FFY 2020 OHS will continue to make efforts to employ strategies which support many of the recommendations. Some of the recommendations we hope to realize during FFY 2020 are listed below.

Key Impaired Driving Assessment Recommendations

Program Management and Strategic Planning

Continue the Rhode Island Impaired Driving Alliance.

Prevention

Conduct an analysis of the relationship between tax, price, sales and consumption in Rhode Island to understand the recent dramatic change in apparent consumption and determine the potential impact of sustaining recent temporary tax increases.

Enact a comprehensive social host liability statute.

Integrate needs assessment and prevention goals and objectives from the Strategic Plan for Substance Abuse Prevention; the Preventing Violence and Injuries a Plan for the State and other alcohol and substance abuse and health promotion plans with highway safety plans.

Criminal Justice System

Strengthen sanctions for DUI.

Pass a law or Constitutional Amendment specifically sanctioning sobriety checkpoints.

Pass a statute creating an enhanced penalty for DUI where any injury occurs.

Amend the law to allow for officers to seek and secure blood draw warrants to gather evidence in all DUI cases.

Continue to provide traffic data to law enforcement agencies and encourage data driven traffic enforcement initiatives.

Execute a thorough examination of the statewide practices of sentencing and reductions and create data driven uniformity of terms, appropriate monitoring of offenders and enforcement of terms for consistency across the State.

Prohibit the practice of attorneys serving as both prosecuting Solicitors and defense attorneys.

Develop a DUI tracking system that is available to all those who interact with impaired drivers so that

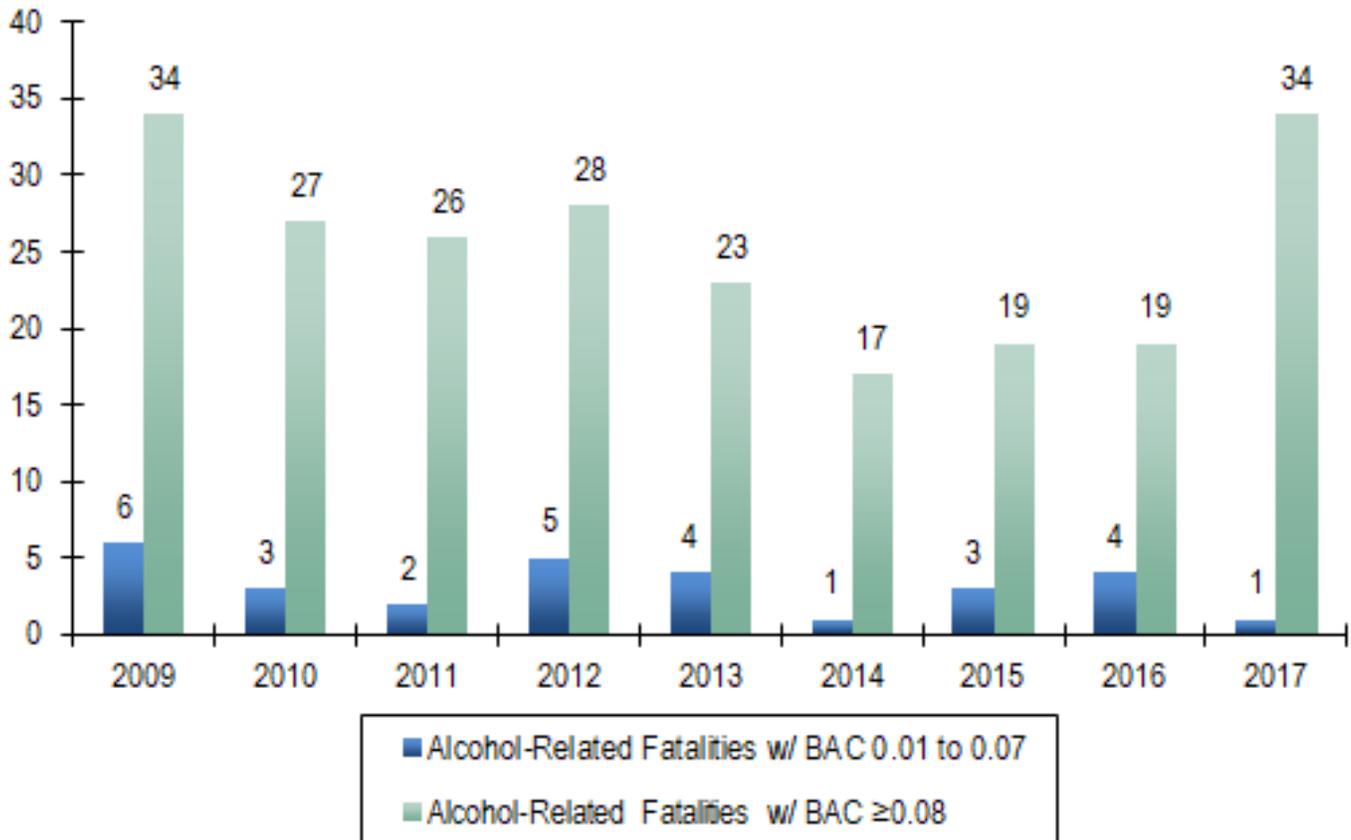
a driver can be tracked from arrest through adjudication to post-adjudication treatment and compliance.

Program Evaluation and Data

Develop a DUI tracking system that is available to all those who interact with impaired drivers so that a driver can be tracked from arrest through adjudication to post-adjudication treatment and compliance.

Require reporting of any charge of DUI to the driver history record, regardless of disposition.

Alcohol-Related Fatalities



Source: FARS (2019).

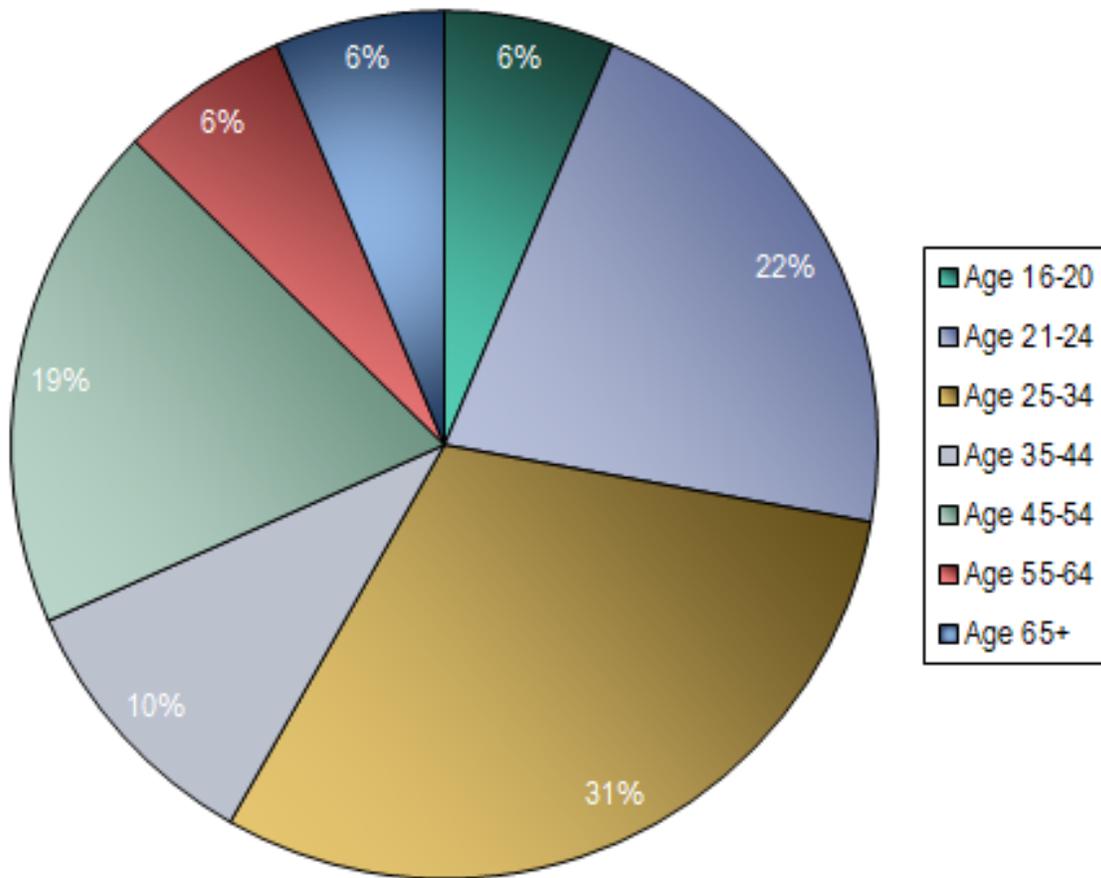
Note: Reflects NHTSA imputed data.

Drivers and Motorcycle Operators in Fatal Crashes with BAC 0.08 by age (2014 to 2018)

Source: FARS (2019).

Figure 4.8 Alcohol Involved Drivers in Fatal Crashes by Race 2014 to 2018

Source: FARS (2019).



Note: Zero alcohol involved drivers in fatal crashes were identified as Asian.

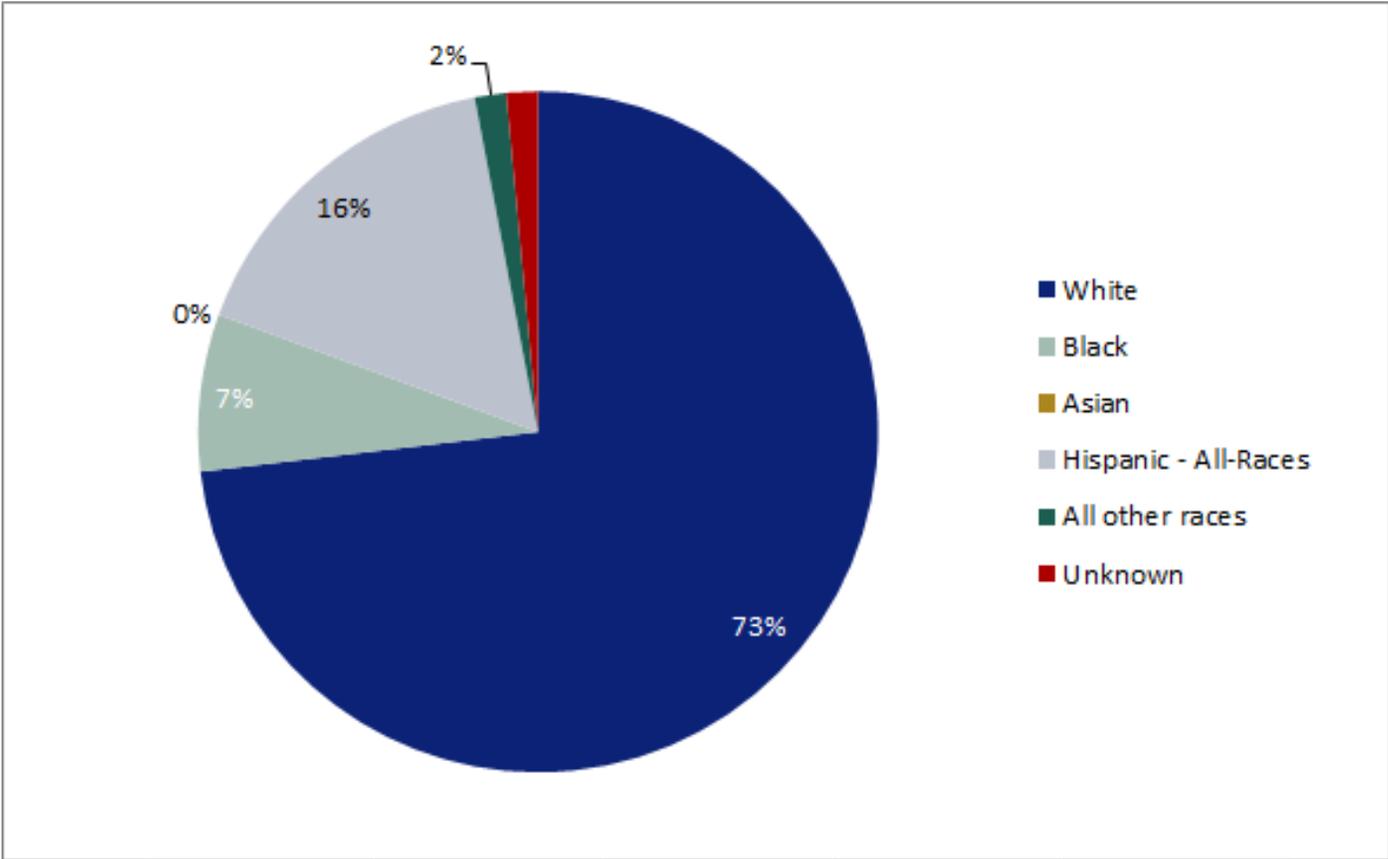
Top Five Cities/Towns by Fatal Impaired Driving Crashes

City/Town	2014	2015	2016	2017	2018	Total
Providence	1	5	3	4	3	16
North Kingstown	1	3	0	3	1	8
Coventry	2	1	3	1	1	8
Cranston	2	1	1	2	2	8
Warwick	2	1	0	4	0	7

Source: RIDOT/OHS (2019)

BAC Test Results and Gender for Drivers or Motorcycle Operators Involved in Fatal Crashes (2017)

	Male	Female	Unknown/Blank	Total
BAC Test None Given	25	12	0	37
BAC 0.00	21	4	0	25



BAC 0.01-0.07	3	1	0	4
BAC 0.08-0.14	4	0	0	4
BAC 0.15-0.19	2	1	0	3
BAC greater than 0.19	3	1	0	4
Blank	3	2	0	5
Total	61	21	0	82
Total BAC 0.01+	12	3	0	15
Total BAC 0.08+	9	2	0	11

Source: FARS (2019).

Most Frequently Detected Drugs in Motor Vehicle-Related Cases (2016)

Detected Drug	Detection Frequency(Percent of Total Cases)(N=203)
THC and/or metabolites (marijuana)	63%
Narcotic analgesics/Opiates	57%
Benzodiazepines	49%
Antidepressants/psychotics	12%
Cocaine and/or metabolites	16%
Other CNS Depressants (Sedatives, sleeping agents, muscle relaxants)	13%
Amphetamine	2%

Source: Statistics compiled by the Forensic Toxicology Laboratory (RIDOH Forensic Sciences Unit), 2017.

Strategic Partners

These OHS initiatives complement the activities of other partners, such as Rhode Island State Police, MADD and SADD; Department of Behavioral Healthcare, Developmental Disabilities and Hospitals (BHDDH), Division of Behavioral Health Care Services' Enforcing the Underage Drinking Laws Advisory Committee; Substance Abuse Task Forces; the Department of Health and its Injury Prevention Plan; the Attorney General's Office; the Department of Corrections; the University of Rhode Island's Transportation Center; and the Judiciary.

Alignment with the SHSP

The 2017-2022 SHSP includes the following strategies to reduce impaired driving fatalities:

Leadership

Develop an Impaired Driving and Drugged Driving Plan and update it on a regular basis.

Establish an Impaired and Drugged Driving Commission.

Recruit active involvement of State agency directors, local representatives, and business leaders.

Recruit alternative driving leaders.

Create joint media efforts between other state agencies and businesses.

Criminal Justice System

Explore legislation to strengthen impaired driving laws and the enforcement of these laws.

Establish training for law enforcement and officers of the court on best practices for impaired and drugged driving policies.

Prevention and Treatment

Conduct public training on impaired driving identification.

Identify legislative actions to prevent driving impairment.

Develop advertising that is unique to Rhode Island.

Identify legislative actions to address treatment of substance abusers.

Create effective DUI offender tracking system statewide.

Identify training opportunities to educate key stakeholders on treatment options.

Provide recommendations on how DUI and drugs are handled by the court system.

Evaluation

Obtain data on dispositions of arrests for DUI and Refusal, calculate conviction rate and compare rates of A.G.'s Office vs. Municipal Solicitors.

Obtain number of interlocks installed monthly and annually.

Conduct Data Driven Approach to Crime and Traffic Safety (DDACTS) training for all law enforcement.

Implement mandatory evaluation for all OHS supported sub-recipients.

Associated Performance Measures

Fiscal Year	Performance measure name	Target End Year	Target Period	Target Value
2020	C-5) Number of fatalities in crashes involving a driver or motorcycle operator with a BAC of .08 and above (FARS)	2020	5 Year	21.00
2020	Impaired Pedestrian	2020	Annual	1.7

Countermeasure Strategies in Program Area

Countermeasure Strategy
Breath Test Devices
Communication Campaign
Highway Safety Office Program Management
Judicial Education
Law Enforcement Outreach Liaison
Law Enforcement Training
Prosecutor Training
SFST training for Law Enforcement Officers

Countermeasure Strategy: Breath Test Devices

Program Area: Impaired Driving (Drug and Alcohol)

Project Safety Impacts

With one-quarter to one-third of fatalities in Rhode Island associated with an impaired driver, addressing this unsafe driving behavior can make a significant reduction in the number of fatalities and crashes on State roadways.

Linkage Between Program Area

This strategy helps to strengthen the quality of evidence available for a driving while intoxicated arrest and remove the driver from operating the vehicle.

Rationale

Countermeasures That Work list Preliminary Breath Test Devices as a four-star countermeasure. The activities in this strategy will assist with training, equipment, and use of the devices.

Planned activities in countermeasure strategy

Unique Identifier	Planned Activity Name
NHTSA164AL2008	State Agencies (HEALTH) Alcohol Toxicology & BAT Mobile Support
NHTSAFDLBAC2001	Municipalities Impaired Driving BAT (Breath Alcohol Testing) Mobile Providence

NHTSAFDLBAC2002	State Agencies (HEALTH) Forensic Toxicologist (TSRFT) and Preliminary Breath Testing
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Planned Activity: State Agencies (HEALTH) Alcohol Toxicology & BAT Mobile Support

Planned activity number: NHTSA164AL2008

Primary Countermeasure Strategy ID:

Planned Activity Description

OHS will reimburse 60% of the salary of a Traffic Safety Resource Forensic Toxicologist at the Rhode Island Department of Health, Forensics Laboratory. We will also support 40% of the salary of a forensic scientist and the full salary of a senior laboratory technician. This project supports overtime in HEALTH's Forensics Unit, the BATmobile deployments and Breath Analysis Section to calibrate Preliminary Breath Testers to expand use of these instruments and to calibrate and set up Intoxilyzer 9000s in the lab. Also, to download data from these instruments for reporting to OHS and to conduct associated tasks that arise with the implementation of these instruments. The Sr. Lab Technician position was a completely new position funded solely by federal monies. This was never a state funded position. This FTE provides monthly data on breath alcohol cases from the 9000 units as part of the reporting module within the program. He maintains all PBT's for the federally funded DRE program and plays a critical role in transitioning the entire state to the new units purchased by federal funding. The lab technician duties are to implement, certify, and maintain monthly certification on the Intoxilyzer 9000 and PBT's, all purchased solely with federal funds.

Intended Subrecipients

Rhode Island Department of Health

Countermeasure strategies

Countermeasure Strategy
Breath Test Devices

Funding sources

Source Fiscal Year	Funding Source ID	Eligible Use of Funds	Estimated Funding Amount	Match Amount	Local Benefit
2020	164 Transfer Funds-AL	164 Alcohol	\$260,727.00		\$104,290.80

Planned Activity: Municipalities Impaired Driving BAT (Breath Alcohol Testing) Mobile Providence

Planned activity number: NHTSAFDLBAC2001

Primary Countermeasure Strategy ID:

Planned Activity 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 three days per week for at least 18 weeks of the FFY, gas, maintenance,

specialized “Impaired Driving Task Force” safety vests, and two Guth Simulators to calibrate the Intoxilyzer 9000s There is no equipment over \$5000.00 to be acquired as part of this project.

BATMobile Mobilization Calendar

10/08: (Columbus Day)

10/20

10/31: (Halloween)

11/11

11/22: (Thanksgiving Eve)

12/14

12/20

12/22

12/23

12/31: New Year’s Eve

1/12

1/27

2/4: Superbowl Sunday

2/14

3/10: Newport St. Patrick’s Day Parade

3/17: St. Patrick’s Day

3/31

4/13

4/28

5/5: Cinco de Mayo

5/26

6/9

6/22

7/3: Bristol’s 4th of July Parade

7/4

7/20

8/11

8/31: Labor Day Weekend

9/2: Labor Day Weekend

9/21

Intended Subrecipients

Providence Police Department

Countermeasure strategies

Countermeasure Strategy
Breath Test Devices

Funding sources

Source Fiscal Year	Funding Source ID	Eligible Use of Funds	Estimated Funding Amount	Match Amount	Local Benefit
2020	FAST Act 405d Impaired Driving Low	405d Low BAC Testing/Reporting	\$60,000.00	\$15,000.00	

Planned Activity: State Agencies (HEALTH) Forensic Toxicologist (TSRFT) and Preliminary Breath Testing

Planned activity number: NHTSAFDLBAC2002

Primary Countermeasure Strategy ID:

Planned Activity Description

OHS will reimburse 60% of the salary of a Traffic Safety Resource Forensic Toxicologist at the Rhode Island Department of Health, Forensics Laboratory. We will also support 40% of the salary of a forensic scientist and the full salary of a senior laboratory technician. Includes equipment with a per-unit cost of less than \$5,000.

Includes an FTE as well as overtime in

HEALTH's Forensics Unit, Breath Analysis Section to calibrate Preliminary Breath Testers to expand use of these instruments and to calibrate and set up Intoxilyzer 9000s in the lab.

The Toxicologist continues operating the federally funded GC/MS instrument, and she is instrumental in the validation of the federally funded headspace GC on a previous award cycle.

Through this program the Forensic Toxicology Laboratory has been able to place on-line via a new instrument, screens for the presence of 18 different classes of drugs, and the Toxicologist performed all law enforcement drug confirmations while working on new method development. This is important as the State of R.I. has enacted medical marijuana legislation, and decriminalized smaller amounts of the drug, resulting in more drivers under the influence. With more states adapting recreational marijuana legislation, R.I. has placed this topic for discussion with our state legislature. This may increase the number of cases involving drugged driving.

In

The Lab technician has also and will continue to participate in SFST Recruit training at the Municipal Police Academy and Providence Police Academy and will assist as needed with live alcohol workshops during this federal fiscal year.

Intended Subrecipients

Rhode Island Department of Health

Countermeasure strategies

Countermeasure Strategy
Breath Test Devices

Funding sources

Source Fiscal Year	Funding Source ID	Eligible Use of Funds	Estimated Funding Amount	Match Amount	Local Benefit
2020	FAST Act 405d Impaired Driving Low	405d Low BAC Testing/Reporting	\$136,010.00	\$34,002.50	

Countermeasure Strategy: Communication Campaign

Program Area: Impaired Driving (Drug and Alcohol)

Project Safety Impacts

With one-quarter to one-third of fatalities in Rhode Island associated with an impaired driver, addressing this unsafe driving behavior through communication techniques can make a significant reduction in the number of fatalities and crashes on State roadways.

Linkage Between Program Area

This strategy helps to promote safe driving with the public and to target communities that are overrepresented in impaired driving crashes.

Rationale

While mass-media campaigns are a three-star countermeasure, other communication techniques are included as the effectiveness of this program area will rely on coordination with enforcement techniques.

Planned activities in countermeasure strategy

Unique Identifier	Planned Activity Name
NHTSA164AL2005	Alcohol Survey
NHTSA164AL2013	VMS Message Boards
NHTSA164AL2014	Leadership Outreach Committee
NHTSA164PM2001	Paid Media (AL)
NHTSA164PM2002	Creative Media (AL)
NHTSA164AL2007	Alcohol Training Video
NHTSA164AL2016	DUI Patrol Vehicles
NHTSA164AL2019	Work Zone Safety Campaign
NHTSA164AL2021	Holiday Safe Driving Application Support
NHTSAFDLDAT2003	Citizens Traffic Safety Academy
NHTSAM5OT2001D	Holiday Safe Driving Application Support
NHTSAM5OT2002D	AAA Shifting Gears

Planned Activity: Alcohol Survey

Planned activity number: NHTSA164AL2005

Primary Countermeasure Strategy ID:

Planned Activity Description

OHS will facilitate a survey, targeting the general public, which will effectively gauge the level of risk of arrest for Driving Under the Influence of Alcohol that persons perceive while using the State's roadways. This survey will be created using a scientific approach by a reputable company experienced in polling and conducting surveys. This survey will help OHS in planning a strategic plan to address the public's perception and alleviate

any fears or concerns that are not based upon data or statistics. Survey locations will be at DMV offices in Cranston, Woonsocket and Middletown with pre-surveys taking place in late-July 2020 and post surveys in early September 2020, to align with the State’s mandatory participation in the national “Drive Sober or Get Pulled Over” national Labor Day HVE Mobilization.

Intended Subrecipients

Preusser Research Group, Inc.

Countermeasure strategies

Countermeasure Strategy
Communication Campaign

Funding sources

Source Fiscal Year	Funding Source ID	Eligible Use of Funds	Estimated Funding Amount	Match Amount	Local Benefit
2020	164 Transfer Funds-AL	164 Alcohol	\$15,000.00		\$6,000.00

Planned Activity: VMS Message Boards

Planned activity number: NHTSA164AL2013

Primary Countermeasure Strategy ID:

Planned Activity Description

Portable Variable Message Boards to display the “Drive Sober or Get Pulled Over” or other High Visibility of DUI laws messages for law enforcement agencies to be used as part of the two national “Drive Sober or Get Pulled Over” impaired driving crackdowns as well as for monthly sustained enforcement as part of the HVE program funded by OHS with NHTSA monies. 10 cities/towns will be chosen based on data and those who help coordinate the States’ DUI task force details. Agencies chosen to receive grant funding to purchase Portable Variable Message Boards shall enter into a Memorandum of Agreement with the Office on Highway Safety regarding the effectiveness of safety messages. Furthermore, this Memorandum of Understanding will cover the usage of these tools and will make the subrecipient explicitly aware that the usage of these signs is restricted to alcohol related safety messages; Speed enforcement safety messages; seatbelt safety messages; Distracted Driving safety messages; and Non-Motorized messaging. The Office on Highway Safety shall closely monitor the usage of these message boards for compliance. These VMS boards will be Buy America compliant and shall be proportionally funded, but will primarily be used for Alcohol Enforcement messaging 75% Alcohol; 25% Distracted; 25% Speed; 25% OP, and 25% Non-motorized.

Intended Subrecipients

law enforcement agencies

Countermeasure strategies

Countermeasure Strategy
Communication Campaign

Funding sources

Source Fiscal Year	Funding Source ID	Eligible Use of Funds	Estimated Funding Amount	Match Amount	Local Benefit
2020	164 Transfer Funds-AL	164 Alcohol	\$100,000.00		\$40,000.00

Planned Activity: Leadership Outreach Committee

Planned activity number: NHTSA164AL2014

Primary Countermeasure Strategy ID:

Planned Activity Description

The Office on Highway Safety will conduct outreach activities for local government leaders with relevant highway safety information. A multimedia informational package will be created which will raise awareness of highway safety issues in Rhode Island and highlight the countermeasures that work to create a holistic approach towards combating serious injuries and deaths on our roadways. This project will provide the state's policy makers with relevant information which will highlight the State of Rhode Island's Impaired Driving problem and show how proven countermeasures can be utilized to combat the state's 41% impaired fatal crash operator statistic and reduce deaths and serious injuries upon the roadways of the state. The OHS will provide educational information packets for each participant that focus on impaired (alcohol) driving as designated in our State's 10 year Impaired driving plan. The packets will NOT include any information targeting, resembling or addressing traffic safety lobbying efforts.

Intended Subrecipients

TBD

Countermeasure strategies

Countermeasure Strategy
Communication Campaign

Funding sources

Source Fiscal Year	Funding Source ID	Eligible Use of Funds	Estimated Funding Amount	Match Amount	Local Benefit
2020	164 Transfer Funds-AL	164 Alcohol	\$50,000.00		\$20,000.00

Planned Activity: Paid Media (AL)

Planned activity number: NHTSA164PM2001

Primary Countermeasure Strategy ID:

Planned Activity Description

OHS will develop and implement a statewide paid media campaign for the DSoGPO campaigns to coincide with enforcement mobilizations scheduled for December 2019 and August/September 2020 in addition to supporting monthly sustained enforcement. The target audience is 20-50 year old males. The media buy is

expected to cover print, online/web/Internet and “out of home” (billboard/bus/movie theater). Media materials are produced in both English and Spanish and the venues are chosen based on market data for each audience. This task will meet the requirements within the Grant Funding Policy Part II E by ensuring that all television ads include closed captioning. Additionally, the project will be evaluated based on the criteria set out in the Section 402 Advertising Guidance. When OHS implements a media plan we receive reach and frequency numbers and impressions listed to answer the “penetration of the target audience.” Significantly, we will have 90+ reach and much frequency. As stipulated by the MPA contract, the selected vendor will conduct a comprehensive post-buy analysis, which will serve as the evaluation for this project. There is a need to create more localized messages that highlight local stories, issues, strengths and partners. We will increase our social media presence. OHS will also use our DMV surveys and we rely on Providence media expertise to purchase media buys and media creative.

Intended Subrecipients

State-Approved Media Vendor

Countermeasure strategies

Countermeasure Strategy
Communication Campaign

Funding sources

Source Fiscal Year	Funding Source ID	Eligible Use of Funds	Estimated Funding Amount	Match Amount	Local Benefit
2020	164 Transfer Funds-PM	164 Paid Media	\$1,000,000.00		\$400,000.00

Planned Activity: Creative Media (AL)

Planned activity number: NHTSA164PM2002

Primary Countermeasure Strategy ID:

Planned Activity Description

OHS will enter into a contract with a public relations firm (listed on our state’s MPA list) for creative media to create and produce an impaired driving campaign that will serve as a “part 4” in our “Ripple Effect” efforts. Both of those campaigns have offered increased awareness and education regarding Traffic Safety countermeasures targeting the reduction of impaired driving behavior. These campaigns specifically target alcohol related traffic behavior and fatalities.

Intended Subrecipients

State-Approved Media Vendor

Countermeasure strategies

Countermeasure Strategy
Communication Campaign

Funding sources

Source Fiscal Year	Funding Source ID	Eligible Use of Funds	Estimated Funding Amount	Match Amount	Local Benefit
2020	164 Transfer Funds-PM	164 Paid Media	\$500,000.00		\$200,000.00

Planned Activity: Alcohol Training Video

Planned activity number: NHTSA164AL2007

Primary Countermeasure Strategy ID: Highway Safety Office Program Management

Planned Activity Description

OHS will create an RFP for the professional production of a training video regarding the effectiveness of the three tests currently used in the Standardized Field Sobriety Testing battery, Horizontal gaze nystagmus, Walk and Turn, One Leg stand. This training video will be utilized for recruit level training at the local law enforcement training academies to assist them in understanding how and why NHTSA's Standardized Field Sobriety Testing process is so effective at identifying persons who are suspected of operating a motor vehicle while under the influence of alcohol. In addition to recruit training this production is also intended to be an educational tool which will be utilized at training held for prosecutors and judges. Rhode Island does not have any caselaw which grants judicial notice to the effectiveness of the Horizontal Gaze Nystagmus test, which is the most accurate test at identifying persons operating under the influence of alcohol. This production is intended to help spread the message regarding the effectiveness of the Field Sobriety tests and hopefully assist with getting the message out on the effectiveness of these tests. Increasing awareness on the effectiveness of the tests will then hopefully lead to better prosecutions by prosecutors and judges who grasp the concepts behind the effectiveness of the three tests.

Intended Subrecipients

TBD

Countermeasure strategies

Countermeasure Strategy
Communication Campaign

Funding sources

Source Fiscal Year	Funding Source ID	Eligible Use of Funds	Estimated Funding Amount	Match Amount	Local Benefit
2020	164 Transfer Funds-AL	164 Alcohol	\$200,000.00		\$80,000.00

Planned Activity: DUI Patrol Vehicles

Planned activity number: NHTSA164AL2016

Primary Countermeasure Strategy ID: Highway Safety Office Program Management

Planned Activity Description

OHS will fund the purchase of sixteen (16), Buy American Act Compliant, Police Utility vehicles, as a strategy

to increase enforcement, awareness and education regarding driving while under the influence of alcohol. Various police agencies throughout the state will be granted vehicles based upon the showing of need through data to include alcohol impaired crashes and arrests. These vehicles will be authorized for use in alcohol impaired driving under the influence patrols only but will have 7.5% proportional funding under 402PT and 7.5% Proportional funding under 405(e) .

These vehicles will ensure that officers always have a vehicle available to them to be used for DUI patrols. Aside from having a dedicated alcohol impaired driving enforcement vehicle available for use to officers, these vehicles will be used for education. The vehicles will be designed to graphically resemble one another with “DUI Task Force” prominently displayed on the vehicles as well as NHTSA’s “Drive Sober or Get Pulled Over” message. This will create increased general deterrence and education for the public. When jurisdictions team up and wolfpack (saturation patrol) a particular area people will see several “DUI Task Force” vehicles working in that area. This, in conjunction with earned media created by the agencies and supported by RIDOT’s OHS will create increased awareness.

In 2017 41% of fatal crashes in Rhode Island involved an alcohol impaired driver which is significantly higher than the 29% national average. Based upon the four “Strategies to Reduce Impaired Driving” on page 21 of NHTSA’s “Countermeasures that work” these vehicles will help Rhode Island in 3 of the 4 categories.

Deterrence, Communications and Outreach, and Prevention. With such a high percentage of alcohol related crashes these vehicles will serve a dual purpose by enabling officers to perform the impaired driving details in a suitable vehicle, and that vehicle will be a message to all who see it that Rhode Island’s Impaired Driving Task Force is aggressively seeking impaired drivers. We also intend on having a press event with all 16 vehicles, looking the same, lined up in front of the BAT mobile. This visual, along with the spoken message about the granting of the vehicles and how they will be employed should help the State of Rhode Island combat its troubling problem with Alcohol Impaired Drivers. Agencies whom are granted an Alcohol enforcement vehicle shall enter into a Memorandum of Understanding regarding the usage of these vehicles, agreeing to cover the maintenance costs of the vehicle, will guarantee mandatory patrols associated with NHTSA’s impaired driving calendar and also engage in sustained enforcement. The Office on Highway Safety will closely monitor their usage. Using a dedicated alcohol impaired driving enforcement vehicle available for use to officers, these vehicles will be used for education. The vehicles will be designed to graphically resemble one another with “DUI Task Force” prominently displayed on the vehicles as well as NHTSA’s “Drive Sober or Get Pulled Over” message. This will create increased general deterrence and education for the public. When jurisdictions team up and wolfpack (saturation patrol) a particular area people will see several “DUI Task Force” vehicles working in that area. This, in conjunction with earned media created by the agencies and supported by RIDOT’s OHS will create increased awareness.

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Deterrence, Communications and Outreach, and Prevention. With such a high percentage of alcohol related crashes these vehicles will serve a dual purpose by enabling officers to perform the impaired driving details in a suitable vehicle, and that vehicle will be a message to all who see it that Rhode Island’s Impaired Driving Task Force is aggressively seeking impaired drivers. We also intend on having a press event with all 12 vehicles,

looking the same, lined up in front of the BAT mobile. This visual, along with the spoken message about the granting of the vehicles and how they will be employed should help the State of Rhode Island combat its troubling problem with Alcohol Impaired Drivers. Agencies whom are granted an Alcohol enforcement vehicle shall enter into a Memorandum of Understanding regarding the usage of these vehicles, and will guarantee mandatory patrols associated with NHTSA’s impaired driving calendar and also engage in sustained enforcement. The Office on Highway Safety will closely monitor their usage.

Intended Subrecipients

Police Departments.

Countermeasure strategies

Countermeasure Strategy
Communication Campaign

Funding sources

Source Fiscal Year	Funding Source ID	Eligible Use of Funds	Estimated Funding Amount	Match Amount	Local Benefit
2020	164 Transfer Funds-AL	164 Alcohol	\$939,250.00		\$375,700.00

Planned Activity: Work Zone Safety Campaign

Planned activity number: NHTSA164AL2019

Primary Countermeasure Strategy ID: Communication Campaign

Planned Activity Description

One of RIDOT’s experienced Work Zone safety staff was severely injured by an impaired driver this year. Although RIDOT supports and implements safety plans and training for all workers associated with road safety construction sites driving behavior continues to threaten all work zone safety staff. This program is twofold. One part is an educational module created with one of the state’s unique charter schools , The New England Laborer’s Construction Career Academy. The school has a 10 week work zone safety module which stresses dangerous driving behavior. The school has agreed to allow us to share our NHTSA safety knowledge with the students. We’ll also be creating a Work Zone safety poster media competition. This program is intended to reach young students studying road construction as well as the general public. Although we have a move over law many people do not understand the law itself or its intention. This program will help increase the safety knowledge base. The created media earned and paid will help us with our educational efforts on a larger scale. venues to highlight the messages and spread the awareness of work zone safety responsibilities and efforts. Data that supports this effort;

Recent increase in the number of Rhode Island Traffic Crashes occurring within a work zone.

FFY17 588

FFY18 was 527

FFY19 900 (preliminary).

Intended Subrecipients

High school students and the general public

Countermeasure strategies

Countermeasure Strategy
Communication Campaign

Funding sources

Source Fiscal Year	Funding Source ID	Eligible Use of Funds	Estimated Funding Amount	Match Amount	Local Benefit
2020	164 Transfer Funds-AL	164 Alcohol	\$50,000.00		\$20,000.00

Planned Activity: Holiday Safe Driving Application Support

Planned activity number: NHTSA164AL2021

Primary Countermeasure Strategy ID:

Planned Activity Description

Intended Subrecipients

TBD

Countermeasure strategies

Countermeasure Strategy
Communication Campaign

Funding sources

Source Fiscal Year	Funding Source ID	Eligible Use of Funds	Estimated Funding Amount	Match Amount	Local Benefit
2020	164 Transfer Funds-AL	164 Alcohol	\$50,000.00		\$20,000.00

Planned Activity: Citizens Traffic Safety Academy

Planned activity number: NHTSAFDLDAT2003

Primary Countermeasure Strategy ID: Communication Campaign

Planned Activity Description

.

Intended Subrecipients

Spartan International Consulting Group

Countermeasure strategies

Countermeasure Strategy
Communication Campaign

Funding sources

Source Fiscal Year	Funding Source ID	Eligible Use of Funds	Estimated Funding Amount	Match Amount	Local Benefit
2020	FAST Act 405d Impaired Driving Low	405d Low Alcohol	\$25,000.00	\$6,250.00	

Planned Activity: Holiday Safe Driving Application Support

Planned activity number: NHTSAM5OT2001D

Primary Countermeasure Strategy ID:

Planned Activity Description

Intended Subrecipients

TBD

Countermeasure strategies

Countermeasure Strategy
Communication Campaign

Funding sources

Source Fiscal Year	Funding Source ID	Eligible Use of Funds	Estimated Funding Amount	Match Amount	Local Benefit
2020	FAST Act 405d Impaired Driving Mid	405d Impaired Driving Mid (FAST)	\$50,000.00	\$12,500.00	

Planned Activity: AAA Shifting Gears

Planned activity number: NHTSAM5OT2002D

Primary Countermeasure Strategy ID:

Planned Activity Description

In an effort to educate Rhode Island youth on the dangers of smoking marijuana and then operating a motor vehicle, AAA Northeast created the Shifting Gears: Blunt Truth presentation for high school students across the state. The Shifting Gears program was designed to educate young drivers about the risks involved with driving under the influence of THC and inform youth on the effects that marijuana has on their still developing brains and bodies. With this drug now legal for recreational use in Massachusetts, the issue is quite literally right at our borders, which poses a particular threat to the young drivers' population. Impaired driving has attributed to 41% of fatalities in recent years, and with marijuana legalization in our state looming closer this number may even rise. This 45-minute presentation held in health classes for 9th-12th graders hopes that education and awareness will attribute to this population making smarter decisions about their safety while operating a motor vehicle. Funded under NHTSA405D (Impaired Driving) this pilot program is the first of its kind to shed light on the

dangers of marijuana and driving. Although this program is new and has only been running since February 2019, the presentation has been seen by over 3,000 students throughout the state of Rhode Island, with the second year hoping to far exceed that number. Pre and Post examinations were administered by the AAA educator for the program to determine a baseline knowledge of this issue and also to determine student attitude on the subject of marijuana and driving.

Intended Subrecipients

AAA Northeast.

Countermeasure strategies

Countermeasure Strategy
Communication Campaign
Communication Campaign

Funding sources

Source Fiscal Year	Funding Source ID	Eligible Use of Funds	Estimated Funding Amount	Match Amount	Local Benefit
2020	405d - Impaired Driving	Public Education & Paid Media	\$15,000.00	\$3,750.00	

Countermeasure Strategy: Highway Safety Office Program Management

Program Area: Impaired Driving (Drug and Alcohol)

Project Safety Impacts

The countermeasure strategy, with its focus on staff and office resources, is designed to maintain and implement the countermeasure strategies of the program area. The commitment of program management resources in this area will help to address issues such as the greater proportion of crashes that involve alcohol when compared to New England and the nation.

Linkage Between Program Area

The staff resources funded in this program area are used to monitor and prioritize the implementation of countermeasures, moving the program area towards its stated targets. Staff will coordinate resources and activities to address the higher proportion of alcohol-impaired crashes when compared to the rest of New England and the United States as a whole. These resources are coordinated with the increased emphasis placed by the RIDOT Director on impaired driving crashes.

Rationale

This countermeasure is used primarily to fund staff salaries to maintain consistent day-to-day implementation of program area activities.

Planned activities in countermeasure strategy

Unique Identifier	Planned Activity Name
NHTSA164AL2001	Salaries (Impaired Driving)

NHTSA164AL2006	Alcohol Program Resources
NHTSA164PA2000	Audit Fees
NHTSA164PA2001	Travel/Training
NHTSAM5TR2001	State Agencies (RIMPA) Law Enforcement Highway Safety Training Coordinator (LEHSTC)
NHTSAM6X2000D	Audit Fees

Planned Activity: Salaries (Impaired Driving)

Planned activity number: NHTSA164AL2001

Primary Countermeasure Strategy ID:

Planned Activity Description

Fees charged to NHTSA accounts for all Program Coordinators, as well as, interns/co-op students, and any additional staff secured.

Intended Subrecipients

Rhode Island Department of Transportation.

Countermeasure strategies

Countermeasure Strategy
Highway Safety Office Program Management

Funding sources

Source Fiscal Year	Funding Source ID	Eligible Use of Funds	Estimated Funding Amount	Match Amount	Local Benefit
2020	164 Transfer Funds-AL	164 Alcohol	\$948,600.00		\$0.00

Planned Activity: Alcohol Program Resources

Planned activity number: NHTSA164AL2006

Primary Countermeasure Strategy ID:

Planned Activity Description

OHS will develop, maintain, and disseminate appropriate resource and educational materials for use by local and state programs addressing “DSOGPO” and underage alcohol use in regards to dangerous driving behaviors. The OHS will look to create informational handouts/brochures to bring awareness to young drivers especially around the Prom season to local high schools. These materials will also be provided to our partners and stakeholders to disseminate at their events as well to increase the reach of the message.

Intended Subrecipients

TBD

Countermeasure strategies

Countermeasure Strategy
Highway Safety Office Program Management

Funding sources

Source Fiscal Year	Funding Source ID	Eligible Use of Funds	Estimated Funding Amount	Match Amount	Local Benefit
2020	164 Transfer Funds-AL	164 Alcohol	\$50,000.00		\$20,000.00

Planned Activity: Audit Fees

Planned activity number: NHTSA164PA2000

Primary Countermeasure Strategy ID: Highway Safety Office Program Management

Planned Activity Description

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

Intended Subrecipients

Rhode Island Department of Transportation.

Countermeasure strategies

Countermeasure Strategy
Highway Safety Office Program Management

Funding sources

Source Fiscal Year	Funding Source ID	Eligible Use of Funds	Estimated Funding Amount	Match Amount	Local Benefit
2020	164 Transfer Funds-PA	164 Planning and Administration	\$22,000.00		\$0.00

Planned Activity: Travel/Training

Planned activity number: NHTSA164PA2001

Primary Countermeasure Strategy ID:

Planned Activity Description

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

Intended Subrecipients

Rhode Island Department of Transportation.

Countermeasure strategies

Countermeasure Strategy
Highway Safety Office Program Management

Funding sources

Source Fiscal Year	Funding Source ID	Eligible Use of Funds	Estimated Funding Amount	Match Amount	Local Benefit
2020	164 Transfer Funds-PA	164 Planning and Administration	\$20,000.00		\$0.00

Planned Activity: State Agencies (RIMPA) Law Enforcement Highway Safety Training Coordinator (LEHSTC)

Planned activity number: NHTSAM5TR2001

Primary Countermeasure Strategy ID:

Planned Activity Description

Intended Subrecipients

RI Municipal Police Academy

Countermeasure strategies

Countermeasure Strategy
Highway Safety Office Program Management

Funding sources

Source Fiscal Year	Funding Source ID	Eligible Use of Funds	Estimated Funding Amount	Match Amount	Local Benefit
2020	MAP 21 405d Impaired Driving mid	405d Low Other Based on Problem ID (MAP-21)	\$52,500.00	\$13,125.00	

Planned Activity: Audit Fees

Planned activity number: NHTSAM6X2000D

Primary Countermeasure Strategy ID: Highway Safety Office Program Management

Planned Activity Description

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

Intended Subrecipients

Rhode Island Department of Transportation.

Countermeasure strategies

Countermeasure Strategy
Highway Safety Office Program Management

Funding sources

Source Fiscal Year	Funding Source ID	Eligible Use of Funds	Estimated Funding Amount	Match Amount	Local Benefit
2020	FAST Act 405d Impaired Driving Low	405d Impaired Driving Low (FAST)	\$5,000.00	\$1,250.00	

Countermeasure Strategy: Judicial Education

Program Area: Impaired Driving (Drug and Alcohol)

Project Safety Impacts

The judiciary plays a role in recidivism rates which can affect the potential for reduction in the number of fatalities and crashes on State roadways. In NHTSA's Guidelines for Creating State Judicial Outreach Liaisons, a criminal justice system is described as having a critical role in deterring unsafe driving behaviors and assigning appropriate consequences for driving offenses. The report indicates peer-to-peer training, education, and outreach are found as effective in promoting proven and promises practices to criminal justice professionals.

Linkage Between Program Area

This strategy helps to train the judiciary to improve their knowledge on impaired driving issues which ultimately can lead to more informed decision making, affecting sentencing and/or recidivism rates.

Rationale

The activities are designed to train the judiciary.

Planned activities in countermeasure strategy

Unique Identifier	Planned Activity Name
NHTSA164AL2011	Criminal Justice Training

Planned Activity: Criminal Justice Training

Planned activity number: NHTSA164AL2011

Primary Countermeasure Strategy ID:

Planned Activity Description

Members of the Judiciary will be educated on the effectiveness of Standardized Field Sobriety Testing and the Drug Recognition Expert Program. There have been many other states which have taken Judicial Notice regarding these two programs which law enforcement uses and it is necessary to educate the judiciary on just how effective they are in identifying impaired drivers. These programs are excellent at identifying both alcohol and drug impaired drivers and use a good amount of science.

To accomplish this task a multimedia presentation will be produced by Highway Safety Professionals, and Law Enforcement Officers, showing the effectiveness of the SFST and DRE programs.

A summit will be conducted utilizing subject matter experts to include other Judges and Medical Doctors.

Several sessions will be conducted throughout the fiscal year to ensure all relevant members of the judiciary have an opportunity to partake in this educational undertaking.

Intended Subrecipients

TBD

Countermeasure strategies

Countermeasure Strategy
Judicial Education

Funding sources

Source Fiscal Year	Funding Source ID	Eligible Use of Funds	Estimated Funding Amount	Match Amount	Local Benefit
2020	164 Transfer Funds-AL	164 Alcohol	\$70,000.00		\$28,000.00

Countermeasure Strategy: Law Enforcement Outreach Liaison

Program Area: Impaired Driving (Drug and Alcohol)

Project Safety Impacts

With one-quarter to one-third of fatalities in Rhode Island associated with an impaired driver, training law enforcement on how to address this unsafe driving behavior can make a significant reduction in the number of fatalities and crashes on State roadways. National research has shown that involvement of law enforcement liaisons has increased the number of law enforcement agencies participating in traffic safety activities which in turn contributes to crash reductions.

Linkage Between Program Area

The LEHSTC can train law enforcement agencies on how to address impaired driving across State while promoting consistency. Promoting a coordinated Statewide approach can help Rhode Island lower its share of all fatalities that involve impaired driving to a percentage that is the same or lower than that of New England and the United States.

Rationale

This strategy helps to provide consistency on how impaired driving is addressed by law enforcement agencies across the State.

Planned activities in countermeasure strategy

Unique Identifier	Planned Activity Name
NHTSA164AL2003	State Agencies (RIMPA) Law Enforcement Highway Safety Training Coordinator (LEHSTC)
NHTSAFDLDAT2001	State Agencies (RIMPA) Law Enforcement Highway Safety Training Coordinator (LEHSTC)

Planned Activity: State Agencies (RIMPA) Law Enforcement Highway Safety Training Coordinator (LEHSTC)

Planned activity number: NHTSA164AL2003

Primary Countermeasure Strategy ID: Law Enforcement Outreach Liaison

Planned Activity 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, 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, 2018 through September 30, 2019 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 through Rhode Island through training and other duties as determine by the OHS. The LEHSTC will accomplish these duties and responsibilities through day to day contact with all Grant Managers in the municipalities as well as act as the highway safety contact with the Rhode Island Chiefs of Police and other highway safety advocates in Rhode Island.

Intended Subrecipients

RI Municipal Police Academy

Countermeasure strategies

Countermeasure Strategy
Law Enforcement Outreach Liaison

Funding sources

Source Fiscal Year	Funding Source ID	Eligible Use of Funds	Estimated Funding Amount	Match Amount	Local Benefit
2020	164 Transfer Funds-AL	164 Alcohol	\$119,359.00		\$47,743.60

Planned Activity: State Agencies (RIMPA) Law Enforcement Highway Safety Training Coordinator (LEHSTC)

Planned activity number: NHTSAFDLDAT2001

Primary Countermeasure Strategy ID:

Planned Activity 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, 2018 through September 30, 2019 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 through Rhode Island through training and other duties as determine by the OHS. The LEHSTC will accomplish these duties and responsibilities through day to day contact with all Grant Managers in the municipalities as well as act as the highway safety contact with the Rhode Island Chiefs of Police and other highway safety advocates in Rhode Island.

Intended Subrecipients

Rhode Island Municipal Police Academy

Countermeasure strategies

Countermeasure Strategy
Law Enforcement Outreach Liaison
Law Enforcement Training

Funding sources

Source Fiscal Year	Funding Source ID	Eligible Use of Funds	Estimated Funding Amount	Match Amount	Local Benefit
2020	FAST Act 405d Impaired Driving Low	405d Low Drug and Alcohol Training	\$141,328.00	\$35,332.00	

Countermeasure Strategy: Law Enforcement Training

Program Area: Impaired Driving (Drug and Alcohol)

Project Safety Impacts

With one-quarter to one-third of fatalities in Rhode Island associated with an impaired driver, addressing this unsafe driving behavior can make a significant reduction in the number of fatalities and crashes on State roadways. National studies have shown that an efficient and effective impaired driving control system includes training and education for law enforcement.

Linkage Between Program Area

istency in law enforcement efforts is helpful to maintain uniformity in the application of traffic laws across the State. National research has shown increased involvement of law enforcement agencies has proven to contribute to crash reductions.

Rationale

This activity is designed to disseminate information to all law enforcement agencies across the State.

Planned activities in countermeasure strategy

Unique Identifier	Planned Activity Name
NHTSA164AL2004	RI Police Chiefs Association - Safety Partnership Program
NHTSAFDLDT2001	State Agencies (RIMPA) Law Enforcement Highway Safety Training Coordinator (LEHSTC)
NHTSAFDLDT2002	Criminal Justice Training

Planned Activity: RI Police Chiefs Association - Safety Partnership Program

Planned activity number: NHTSA164AL2004

Primary Countermeasure Strategy ID:

Planned Activity Description

There is increasing need for statewide law enforcement executive oversight of Highway Safety funds in order to promote more efficient and effective use of them in every municipality to maintain consistent law enforcement efforts and introduce information and training opportunities targeting highway safety initiatives. Promoting that at the Chiefs' level will elevate it to priority status. RIDOT is dependent upon all police departments in the state to submit specific data in order for RIDOT to give accurate statistical information to NHTSA which in turn justifies the request for future funding within the state. Many times, the data transfers depend on department leadership priorities. The RIPCA will encourage priority of data collection at an Executive Level. The partnership between RIPCA and RIDOT/OHS is currently being handled by individuals at local levels as well as through the Executive Board at RIPCA. RIPCA has recognized that full time chiefs do not have the time necessary to handle these issues on a statewide basis. RIDOT/OHS will partner with RIPCA on other traffic safety initiatives to include distracted driving and pedestrian safety.

Funding will allow the RIPCA to disseminate information from the Office on Highway Safety to all active law enforcement leadership entities and other state agencies (ie; DEM). The RIPCA will also lead a media effort which includes law enforcement safety information by all municipalities. This project supports a portion of the salary of the RI Police Chiefs' Executive Director's salary. It also affords the membership of the RIPCA an opportunity to create and buy media pieces which highlight municipal law enforcement messages and efforts. Any media pieces will be pre-approved by the OHS. Success will be measured by the increased buy in and law enforcement participation by PD Chiefs regarding all highway safety initiatives.

This planned activity is listed three times in the HSP and will cost \$200,000. This is split funded between the three projects NHTSA402PT2007 (\$50,000), NHTSA164AL2004 (\$100,000), and NHTSA402DD2006 (\$50,000). This supports the ED's position as well as efforts for a media campaign to include creative, social, and paid media. This past year they created a campaign to complement our Distracted Driving efforts and in 2020 they will once again mirror one of our multiple campaigns which is dictated by shared data. The ED will continue to assist our efforts to increase law enforcement traffic safety activities and will also bring our efforts to Law Enforcement leadership. The ED will work as one of the OHS's most cooperative team members and

stakeholders. They will supply monthly reports as will all our sub grantees.

Intended Subrecipients

Rhode Island Police Chiefs Association (RIPCA).

Countermeasure strategies

Countermeasure Strategy
Law Enforcement Training

Funding sources

Source Fiscal Year	Funding Source ID	Eligible Use of Funds	Estimated Funding Amount	Match Amount	Local Benefit
2020	164 Transfer Funds-AL	164 Alcohol	\$100,000.00		\$40,000.00

Planned Activity: State Agencies (RIMPA) Law Enforcement Highway Safety Training Coordinator (LEHSTC)

Planned activity number: NHTSAFDLDAT2001

Primary Countermeasure Strategy ID:

Planned Activity 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, 2018 through September 30, 2019 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 through Rhode Island through training and other duties as determine by the OHS. The LEHSTC will accomplish these duties and responsibilities through day to day contact with all Grant Managers in the municipalities as well as act as the highway safety contact with the Rhode Island Chiefs of Police and other highway safety advocates in Rhode Island.

Intended Subrecipients

Rhode Island Municipal Police Academy

Countermeasure strategies

Countermeasure Strategy
Law Enforcement Outreach Liaison
Law Enforcement Training

Funding sources

Source Fiscal Year	Funding Source ID	Eligible Use of Funds	Estimated Funding Amount	Match Amount	Local Benefit
2020	FAST Act 405d Impaired Driving Low	405d Low Drug and Alcohol Training	\$141,328.00	\$35,332.00	

Planned Activity: Criminal Justice Training

Planned activity number: NHTSAFDLDT2002

Primary Countermeasure Strategy ID: Judicial Education

Planned Activity Description

Members of the Judiciary will be educated on the effectiveness of Standardized Field Sobriety Testing and the Drug Recognition Expert Program. There have been many other states which have taken Judicial Notice regarding these two programs which law enforcement uses and it is necessary to educate the judiciary on just how effective they are in identifying impaired drivers. These programs are excellent at identifying both alcohol and drug impaired drivers and use a good amount of science. To accomplish this task a multimedia presentation will be produced by Highway Safety Professionals, and Law Enforcement Officers, showing the effectiveness of the SFST and DRE programs. A summit will be conducted utilizing subject matter experts to include other Judges and Medical Doctors. Several sessions will be conducted throughout the fiscal year to ensure all relevant members of the judiciary have an opportunity to partake in this educational undertaking.

Intended Subrecipients

TBD

Countermeasure strategies

Countermeasure Strategy
Law Enforcement Training

Funding sources

Source Fiscal Year	Funding Source ID	Eligible Use of Funds	Estimated Funding Amount	Match Amount	Local Benefit
2020	FAST Act 405d Impaired Driving Low	405d Low Alcohol	\$70,000.00	\$17,500.00	

Countermeasure Strategy: Prosecutor Training

Program Area: Impaired Driving (Drug and Alcohol)

Project Safety Impacts

With one-quarter to one-third of fatalities in Rhode Island associated with an impaired driver, addressing this unsafe driving behavior can make a significant reduction in the number of fatalities and crashes on State roadways. All facets of the criminal justice system, including prosecutors, can benefit from learning about the effort to reduce traffic fatalities. Prosecutor training techniques such as peer-to-peer training, education, and outreach have been found to be most effective in promoting proven and promising practices.

Linkage Between Program Area

This strategy helps prosecutors navigate the process of dealing with DWI cases and be able to successfully deal with offenders and decrease recidivism. NHTSA's Countermeasures That Work describes that impaired driving cases "can be highly complex and difficult to prosecute, yet they are often assigned to the least experienced prosecutors. In one survey, about half of prosecutors and judges said the training and education they received prior to assuming their position was inadequate for preparing them to prosecute and preside over (impaired driving) cases."

Rationale

Countermeasures That Work, Chapter 1 cites a statistic about half of prosecutors and judges said the training and education they received prior to assuming their position was inadequate for preparing them to prosecute and preside over DWI cases. A Traffic Safety Resource Prosecutor can help train officers across the State on procedures, policies, and techniques to address traffic crimes.

Planned activities in countermeasure strategy

Unique Identifier	Planned Activity Name
NHTSAFDLCS2001D	State Agencies (AG) Traffic Safety Resource Prosecutor (TSRP)

Planned Activity: State Agencies (AG) Traffic Safety Resource Prosecutor (TSRP)

Planned activity number: NHTSAFDLCS2001D

Primary Countermeasure Strategy ID:

Planned Activity Description

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

The TSRP will be an active member on the Traffic Safety Coalition and agree to attend monthly meetings. He/She will also be an active participant on several emphasis teams which deal with dangerous driving behavior. His/her presence and participation should be included on the Impaired Driving, Speeding, OP, and Young Driver teams.

The TSRP will organize and lead a committee (to include the OHS) to review RI's Impaired Driving statute in order to create a list of agreed upon statute changes/enhancements.

The TSRP will review RI's social host law and offer recommendations for changes and/or enhancements.

The TSRP will obtain and share with OHS data on disposition of arrests for DUI and refusal, calculate conviction rates and compare rates of the AG's office and municipal solicitors.

The TSRP will offer interlock data to include the number of interlocks installed monthly and annually. The TSRP will support and assist in judicial trainings and prosecution trainings in testimony, evidence, and prosecution.

The TSRP will continue to train police officers and recruits at annual recertification classes for breathalyzer operators in the area of DUI and Implied Consent Prosecution. The recruit training at will include lecture and mock trail exercises.

The TSRP will participate on NHTSA TSRP focused webinars and teleconferences on behalf of the OHS.

Intended Subrecipients

Rhode Island Attorney General’s Office

Countermeasure strategies

Countermeasure Strategy
Prosecutor Training

Funding sources

Source Fiscal Year	Funding Source ID	Eligible Use of Funds	Estimated Funding Amount	Match Amount	Local Benefit
2020	FAST Act 405d Impaired Driving Low	405d Low Court Support	\$200,000.00	\$50,000.00	

Countermeasure Strategy: SFST training for Law Enforcement Officers

Program Area: Impaired Driving (Drug and Alcohol)

Project Safety Impacts

This strategy will help assess all aspects of the SFST program in the State and identify opportunities to improve policies and procedures. National research shows the combined components of the SFST are 91% accurate in identifying drivers with BACs above the illegal limit of .08.

Linkage Between Program Area

Refresher training as a result of this strategy will improve SFST implementation and the quality of data collected.

Rationale

This was NHTSA a recommended strategy.

Planned activities in countermeasure strategy

Unique Identifier	Planned Activity Name
NHTSAM6OT2001D	Municipalities SFST Trainer OT

Planned Activity: Municipalities SFST Trainer OT

Planned activity number: NHTSAM6OT2001D

Primary Countermeasure Strategy ID:

Planned Activity Description

This is a pending project, based upon potential NHTSA approval, of law enforcement training activities becoming an acceptable and allowable OHS expense. Funding shall be utilized to sponsor officers to attend SFST and in-service training events, and potentially cover the costs of backfilling for the officer's absence at his/her agency should NHTSA allow it.

It is recommended by NHTSA that all SFST practitioners complete a state-approved refresher/update training at a minimum of every three years from the date of their most recent state refresher/update training as an SFST practitioner. The average BAC of a DUI offender who submits to chemical testing is a .16 which shows that officers in RI could potentially be making face to face contact with impaired motorists and not recognize they are dealing with a possible DUI suspect.

The Office on Highway Safety shall facilitate, through the Rhode Island Municipal Police Academy, approximately six (6), four (4) hour, in-service training classes per year to ensure officers have the ability to obtain refresher training and practice their skills. Class size would be limited to 20 officers per class.

Intended Subrecipients

TBD

Countermeasure strategies

Countermeasure Strategy
SFST training for Law Enforcement Officers

Funding sources

Source Fiscal Year	Funding Source ID	Eligible Use of Funds	Estimated Funding Amount	Match Amount	Local Benefit
2020	FAST Act 405d Impaired Driving Low	405d Low Other Based on Problem ID (FAST)	\$40,000.00	\$10,000.00	

Program Area: Motorcycle Safety

Description of Highway Safety Problems

Problem Identification and Analysis

From 2014 through 2018, motorcyclist fatalities in Rhode Island fluctuated between a low of 4 in 2016 to a spike of 18 in 2018. This preliminary data for 2018 brings the five-year average from 2014 to 2018 up to 10. This is moving the State away from the desired downward trend. Unhelmeted motorcycle fatalities have also mirrored the overall trend, with a spike in 2018. After achieving a low of two in 2008, the lowest lower since then has been 4. There were 9 unhelmed motorcycle fatalities in 2018. Over the period 2014-2018, over half of the motorcycle drivers were unhelmeted. Under half involved in a fatal crash had a BAC of .08 or greater. Rhode Island does not have a universal helmet law for all motorcyclists. The state

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

Additional analysis shows that the majority of impaired drivers in fatal crashes are white (67%). About one-quarter (27%) of drivers are between the ages of 25 to 34 and another 23 percent are between the ages of 21 to 24. From 2014 to 2018, June and July had the most fatal crashes; Two-thirds of crashes occurred between Thursday and Saturdays; and one-third of crashes occurred between 8:00 PM and 2:00 AM. The urban areas such as Providence, Warwick, and Cranston generally have the highest numbers of motorcycle fatalities.

In addition to this information we will also refer to our state's most recent NHTSA Motorcycle Assessment to develop appropriate educational, training, and marketing materials and target enforcement activities to reduce motorcycle fatalities.

The key recommendations from that assessment are as follows:

Program Management

Implement a Strategic Plan for Motorcycle Safety with priorities that are based on data, best practices, and proven strategies. Ensure all motorcycle programs and projects align with this plan. Develop a formal, ongoing process to define the elements to be measured for each activity, e.g., value, effectiveness, impact, and outcomes.

Develop a motorcycle safety subcommittee within the Traffic Safety Coalition, comprised of stakeholders from both government and non-government entities (e.g., representatives from motorcycle dealers, the rider education program, emergency medical services, highway engineering, law enforcement, rider groups, independent riders, and researchers).

Identify motorcycle safety as an independent emphasis area in the SHSP.

Use motorcycle injury collision data in order to better understand collision causation and pinpoint potential 'hot spots' for motorcycle crashes.

Motorcycle Personal Protective Equipment

Enact a universal helmet law requiring helmets compliant with Federal Motor Vehicle Safety Standard No. 218 be worn securely fastened on the heads of all motorcycle riders and passengers.

Amend §31-10.1.1-4 to provide specifications for eye protection that is compliant with the most recent standards and specifications established by ANSI.

Conduct observational surveys of helmet and eye protection usage in order to establish a baseline for measurement of success of campaigns to encourage the use of personal protective equipment.

Motorcycle Operator Licensing

Ensure all required licensing tests are being completed in compliance with §31-10.1-1.2.

Amend the existing motorcycle license test waiver program to require additional training or practice during the learner's permit period to ensure individuals seeking their first H restriction have the necessary knowledge, skills, and experience to responsibly operate a motorcycle on public roadways.

Update the Rhode Island-specific completion certificate to include security features, serialization, whether rider training was in-state or out-of-state, printed instructor name, and a seal.

Document and publish the standards used by Community College of Rhode Island to evaluate out-of-state rider training courses that result in the issuance of the Rhode Island-specific completion certificate.

Reemphasize DMV's authority and responsibility to administer and regulate the motorcycle licensing process by auditing the rider training testing and the issuance of completion certificates.

Motorcycle Rider Education and Training

Amend §31-10.1-1.2 to delete all references to Motorcycle Safety Foundation. Replace it with language that gives the Board of Governors for Higher Education authority and responsibility to develop or approve curriculums, certify instructors, and define student completion requirements.

Develop a policy and procedures manual for the Rhode Island Rider Education Program that includes such topics as general administration, instructors, curriculum, quality assurance, criteria for accepting out-of-state course completion cards, etc.

Evaluate the effectiveness of the current rider training curriculum to determine if it meets the needs of students and addresses the safety issues identified through an analysis of Rhode Island crash, injury, and fatality data.

Motorcycle Operation under the Influence of Alcohol or Other Drugs

Incorporate motorcycle-specific messages and imagery into current and future Rhode Island impaired driving campaign materials. Develop a professionally produced impaired riding prevention campaign.

Engage the Traffic Safety Coalition in impaired riding prevention efforts with motorcycle organizations, dealers, and other community-based groups to work toward culture change with regards to riding impaired.

Law Enforcement

Develop data-driven enforcement strategies that support motorcycle safety and specifically target high-risk motorist and motorcyclist behaviors.

Implement motorcycle safety law enforcement workshops to share and review law enforcement strategies. Feature crash re-constructionists specifically educated in motorcycle crashes to train law enforcement colleagues on motorcycle crash causation factors and enforcement strategies. Include refresher training on motorcycle specific issues, such as personal safety equipment (helmets and eye protection), and vehicle equipment violations, such as illegal exhaust systems and handlebars.

Highway Engineering

Consider the safety needs of motorcyclists in roadway design, construction, maintenance and repair. Ensure that design and work zone operations policies for new and reconstructed roadways consider the roadway surface needs of motorcyclists and include warning signage.

Motorcycle Rider Conspicuity and Motorist Awareness Programs

Develop Rhode Island-specific materials addressing motorcyclist conspicuity, such as wearing retro-reflective gear, the importance of lane positioning and following distance in order to see and be seen, as well as strategies to prevent involvement in left-turn collisions with other vehicles. Partner with

dealerships, rider groups, and other partners to distribute the materials.

Declare a Motorcycle Safety Awareness Month and develop opportunities to include motorist awareness and rider conspicuity messages in earned media during the month.

Communications Program

Develop or adapt Rhode Island-specific motorcycle safety materials addressing helmet and personal protective equipment use, impaired riding, licensing, and rider training. Research the most appropriate methods of reaching the target audience with these materials (e.g., Division of Motor Vehicles, rider training sites, dealerships, direct mail, rider groups).

Ensure that the comprehensive outreach plan includes a research component to ensure that appropriate themes and messages are developed.

Allocate more funds to targeted digital campaign buys, rather than television or radio, to reach the audience. Establish a contract with a creative agency to develop banner ads for these campaigns.

Provide them to partnership groups for placement on their websites.

Pursue a standalone website or unique URL (e.g., RIMotorcycleSafety.org) and a website or webpage that includes motorcycle safety program information (licensing and rider training requirements, crash data, rider resources, and safety messages). The site/page should be easily updated by OHS program staff. If this is not feasible with current restrictions, utilize the networks of program partners or the Traffic Safety Coalition.

Program Evaluation and Data

Create a central data repository, or a process to link or integrate data systems, that is managed by an agency or contractor that can access all the data files, develop queries, produce standardized and ad hoc reports, and support the formal evaluation of Rhode Island's motorcycle safety efforts.

Create a working group within the Traffic Safety Coalition to develop and formalize a process to evaluate and measure the value, effectiveness, impact, and outcomes of Rhode Island's motorcycle safety efforts.

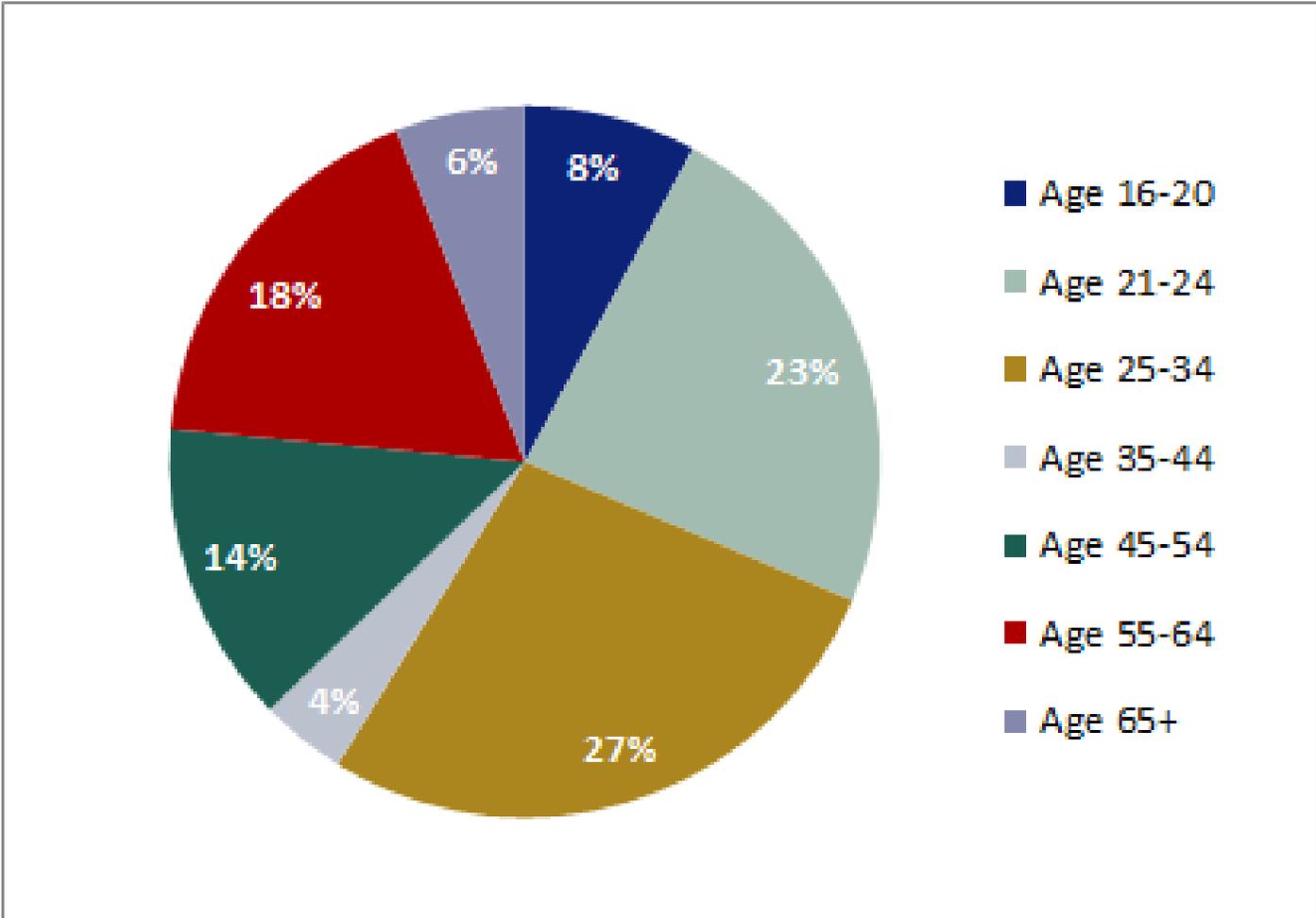
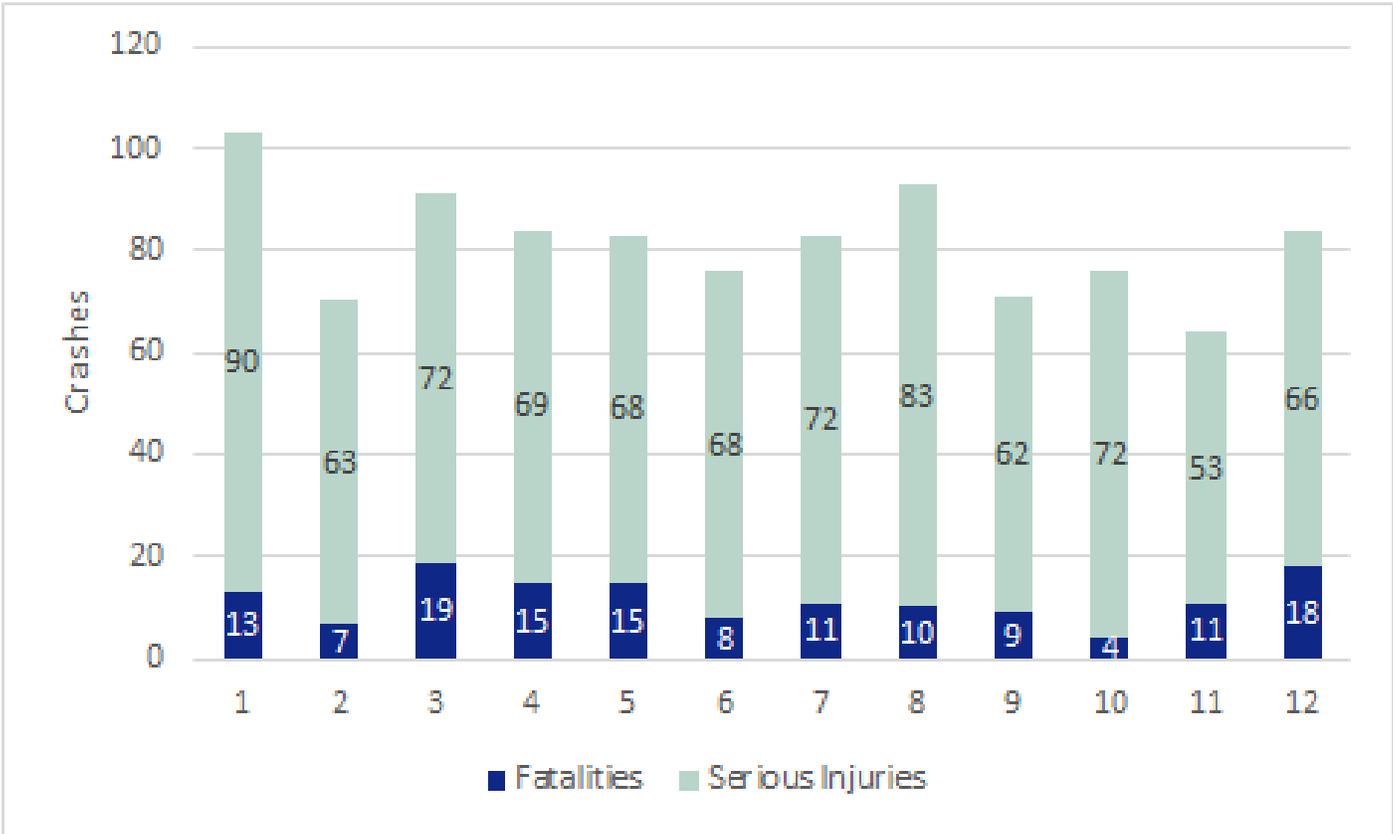
Motorcyclist Fatalities and Serious Injuries

Source: RIDOT/OHS, (2019)

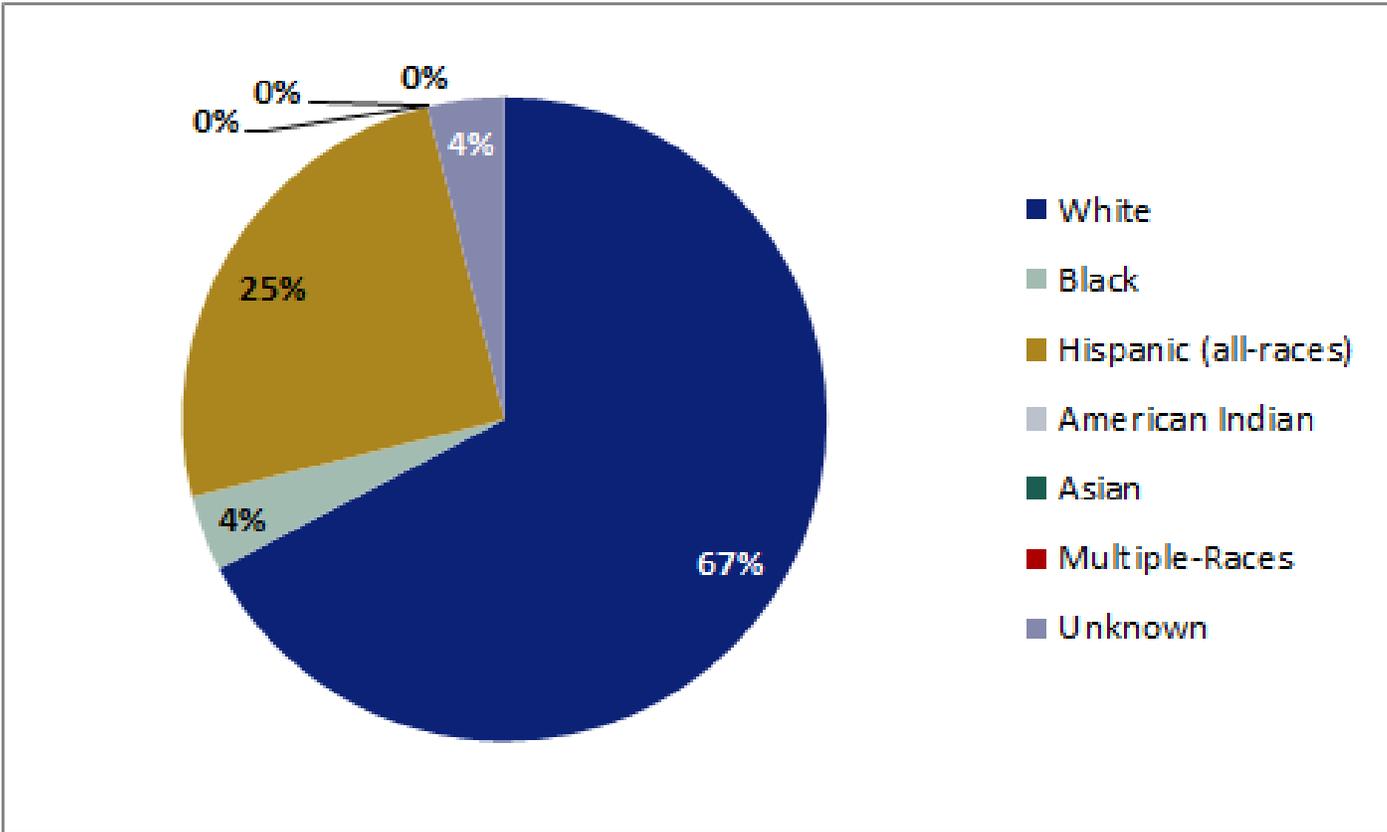
Note: 2018 data is preliminary.

Motorcycle Fatalities by Age (2014 to 2018)

Source: RIDOT/OHS (2019).

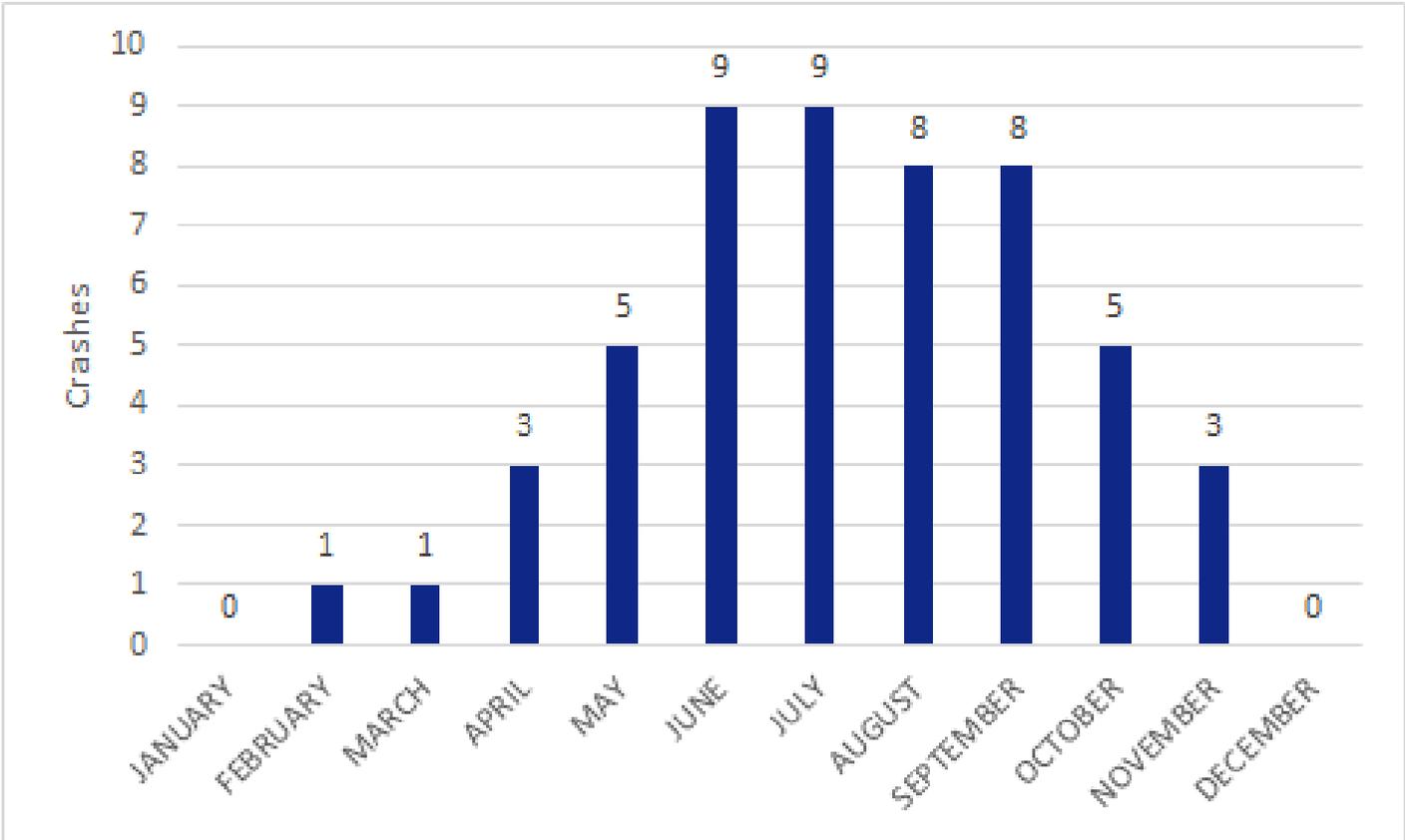


Motorcycle Fatalities by Race (2014 to 2018)RIDOT/OHS (2019).



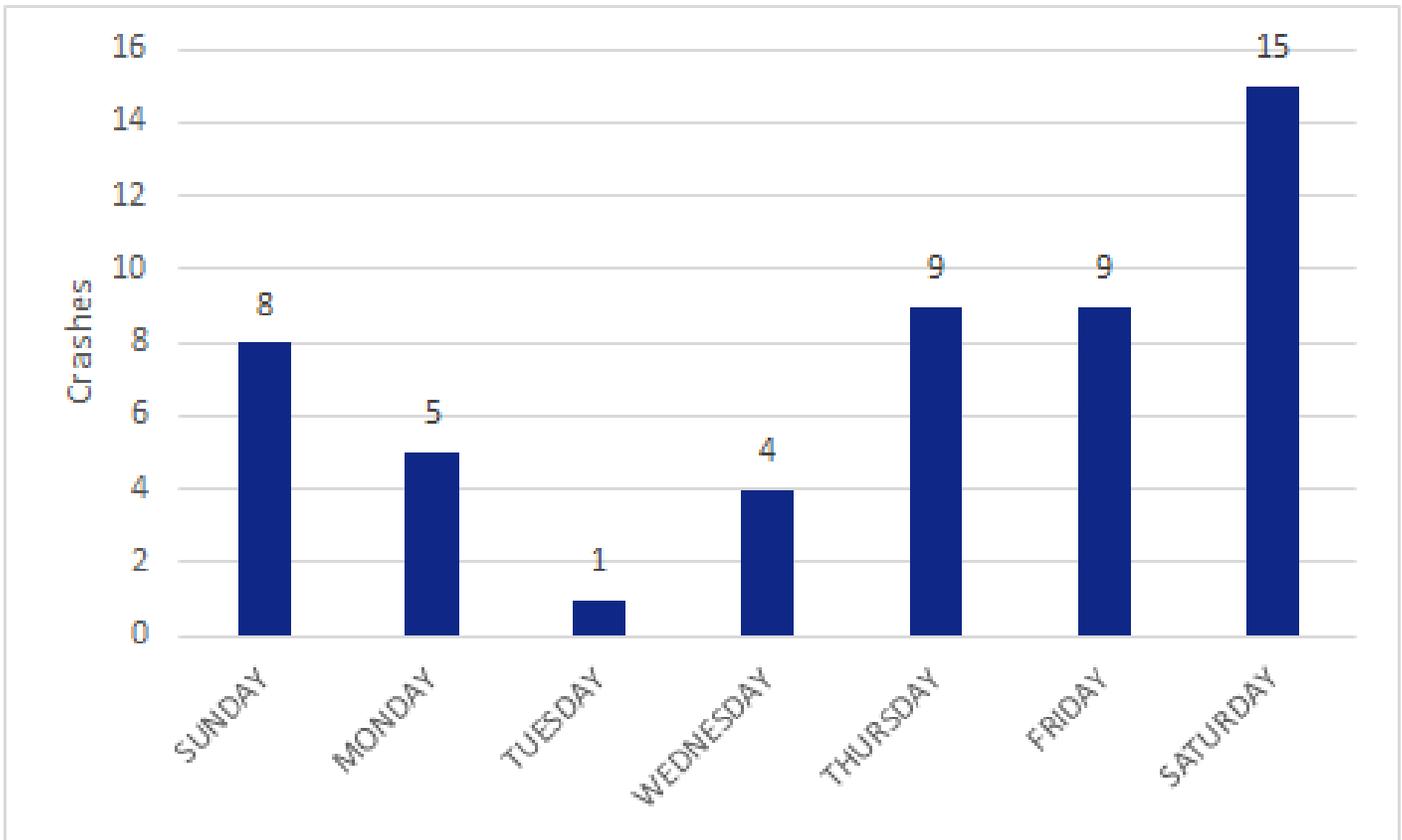
Fatal Motorcycle Crashes by Month (2014 to 2018)

Source: RIDOT/OHS (2019)



Fatal Motorcycle Crashes by Day of Week (2014 to 2018)

Source: RIDOT/OHS (2019)



Top Three Cities/Towns by Fatal Motorcycle Crashes

City/Town	2011	2012	2013	2014	2015	2016	Total
Providence	4	2	2	1	1	1	11
Warwick	1	0	2	1	2	0	6
Cranston	0	1	1	4	0	0	6

Source: RIDOT/OHS, (2018)

Motorcycle Models (2014-2018) Data Source (OSCAR)

Vehicle Model	Fatal Crashes
BMW	1
Ducati	1
Harley Davidson	17
Honda	9
Kawasaki	7
Suzuki	9
Yamaha	4
Other	4
Grand Total	52

Source: OSCAR (2019)

Associated Performance Measures

Fiscal Year	Performance measure name	Target End Year	Target Period	Target Value
2020	C-7) Number of motorcyclist fatalities (FARS)	2020	5 Year	10.00
2020	C-8) Number of unhelmeted motorcyclist fatalities (FARS)	2020	5 Year	5.00

Countermeasure Strategies in Program Area

Countermeasure Strategy
Communication Campaign
Highway Safety Office Program Management
Motorcycle Rider Training

Countermeasure Strategy: Communication Campaign

Program Area: Motorcycle Safety

Project Safety Impacts

Without a mandatory helmet law, Rhode Island safety practitioners need to use other methods, such as communication, to promote rider safety and general awareness of motorcyclists.

Linkage Between Program Area

Motorcycle fatalities spiked in 2018. Improved communication efforts are needed to build awareness of these users of the transportation system and drive their fatalities to zero.

Rationale

Countermeasures That Work, Chapter 5, Section 4 describes communication and outreach strategies to reach out to both motorcyclists and non-motorcyclists. These strategies are customized for Rhode Island's motorcycle programs to bring awareness of motorcycle issues to the public.

Planned activities in countermeasure strategy

Unique Identifier	Planned Activity Name
NHTSA402MC2002	Motorcycle Crash Reconstruction
NHTSA402PM2005	Paid Media (MC) Awareness Campaign (May)
NHTSA402PM2006	Creative Media (MC) Awareness Personal Protective Gear

Planned Activity: Motorcycle Crash Reconstruction

Planned activity number: NHTSA402MC2002

Primary Countermeasure Strategy ID:

Planned Activity Description

OHS will fund a Law Enforcement Department/Entity to host a training session(s), to be offered to all law

enforcement departments based on class limitations, for the purpose of certifying officers in the specialized field of motorcycle crash reconstruction. The instruction shall be that of a qualified and certified provider capable of nationally excepted standards. It will provide the capability for law enforcement to reconstruct the crash mechanisms and causal factors relating to any crash where at least one motorcycle was involved. This training would be provided to those officers who have already received the prerequisite training in crash reconstruction. It will provide experienced crash investigators with additional skills in analyzing the motorcycle and operator characteristics. This includes both motorcycle and operator equipment. It is expected that the class would be attended by at least 10 officers.

From 2014 through 2018, motorcyclist fatalities in Rhode Island fluctuated between a low of 4 in 2016 to a spike of 18 in 2018. This preliminary data for 2018 brings the five-year average from 2014 to 2018 up to 10. This is moving the State away from the desired downward trend.

Unhelmeted motorcycle fatalities have also mirrored the overall trend, with a spike in 2018. After achieving a low of two in 2008, the lowest since then has been 4. There were 9 unhelmeted motorcycle fatalities in 2018. Over the period 2014-2018, over half of the motorcycle drivers were unhelmeted. Under half involved in a fatal crash had a BAC of .08 or greater. Rhode Island does not have a universal helmet law for all motorcyclists. The state 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. Additional analysis shows that most impaired drivers in fatal crashes are white (67%). About one-quarter (27%) of drivers are between the ages of 25 to 34 and another 23 percent are between the ages of 21 to 24. From 2014 to 2018, June and July had the most fatal crashes; Two-thirds of crashes occurred between Thursday and Saturdays; and one-third of crashes occurred between 8:00 PM and 2:00 AM. The urban areas such as Providence, Warwick, and Cranston generally have the highest numbers of motorcycle fatalities .

Intended Subrecipients

Law enforcement department or entity subcontracting to qualified vendor.

Countermeasure strategies

Countermeasure Strategy
Communication Campaign

Funding sources

Source Fiscal Year	Funding Source ID	Eligible Use of Funds	Estimated Funding Amount	Match Amount	Local Benefit
2020	FAST Act NHTSA 402	Motorcycle Safety (FAST)	\$25,000.00	\$6,250.00	\$10,000.00

Planned Activity: Paid Media (MC) Awareness Campaign (May)

Planned activity number: NHTSA402PM2005

Primary Countermeasure Strategy ID:

Planned Activity Description

OHS will enter into a contract with a public relations firm for creative media to create and produce ads for each of the major campaigns. When OHS implements a media plan we receive reach and frequency numbers and impressions listed to answer the “penetration of the target audience”. Our primary target audience will be males ages 16-34. There is a need to create more localized messages that highlight local stories, local issues, local strengths and local partners. OHS will also increase our Social media presence. We also use our DMV survey data and we rely on Providence media expertise to purchase media buys and creative. The date of the campaign is May 2020 and will target all drivers with the message of "Motorcycle Safety is a Two-Way Street." Focus groups will be conducted to determine the best creative direction to reach these audiences.

Intended Subrecipients

State-approved media vendor.

Countermeasure strategies

Countermeasure Strategy
Communication Campaign

Funding sources

Source Fiscal Year	Funding Source ID	Eligible Use of Funds	Estimated Funding Amount	Match Amount	Local Benefit
2020	FAST Act NHTSA 402	Paid Advertising (FAST)	\$110,000.00	\$27,500.00	\$44,000.00

Planned Activity: Creative Media (MC) Awareness Personal Protective Gear

Planned activity number: NHTSA402PM2006

Primary Countermeasure Strategy ID:

Planned Activity Description

OHS will develop creative media in the three major areas, impaired driving, protective gear, and speeding, to address and appeal to motorcycle riders in specific age groups and demographics based on 2013 to 2018 data trends that we have found. As supported by data, the target audience for motorcycle media is older than for most of other media programs and includes males 16 to 34 years of age. This task will meet the requirements within the Grant Funding Policy Part II E by ensuring that all television advertisements developed under this plan include closed captioning. In addition this project will be evaluated based on the criteria set out in the Section 402 Advertising Space Guidance. Using a State of Rhode Island Master Price Agreement (MPA) vendor to design the creative materials, focus groups will be conducted to determine the best creative direction to reach these audiences.

Intended Subrecipients

State-approved media vendor.

Countermeasure strategies

Countermeasure Strategy

Communication Campaign

Funding sources

Source Fiscal Year	Funding Source ID	Eligible Use of Funds	Estimated Funding Amount	Match Amount	Local Benefit
2020	FAST Act NHTSA 402	Paid Advertising (FAST)	\$100,000.00	\$25,000.00	\$40,000.00

Countermeasure Strategy: Highway Safety Office Program Management

Program Area: Motorcycle Safety

Project Safety Impacts

The countermeasure strategy, with its focus on staff and office resources, is designed to maintain and implement the countermeasure strategies of the program area. The commitment of program management resources in this area will help to address motorcyclist safety issues that result from the lack of a universal helmet law. Rhode Island fatal motorcycle crashes as a percent of all crashes exceed that of New England and the nation.

Linkage Between Program Area

The staff resources funded in this program area are used to monitor and prioritize the implementation of countermeasures, moving the program area towards its stated targets. Staff will coordinate resources and activities to support initiatives such as training and communication programs to promote safer rider habits.

Rationale

This countermeasure is used primarily to fund staff salaries to maintain consistent day-to-day implementation of program area activities.

Planned activities in countermeasure strategy

Unique Identifier	Planned Activity Name
NHTSA402MC2001	Salaries (Motorcycle)
NHTSAM9X2000F	Audit Fees

Planned Activity: Salaries (Motorcycle)

Planned activity number: NHTSA402MC2001

Primary Countermeasure Strategy ID:

Planned Activity Description

Fees charged to NHTSA accounts for all Program Coordinators, as well as, interns/co-op students, and any additional staff secured.

Intended Subrecipients

Rhode Island Department of Transportation.

Countermeasure strategies

Countermeasure Strategy
Highway Safety Office Program Management

Funding sources

Source Fiscal Year	Funding Source ID	Eligible Use of Funds	Estimated Funding Amount	Match Amount	Local Benefit
2020	FAST Act NHTSA 402	Motorcycle Safety (FAST)	\$51,000.00	\$12,750.00	\$0.00

Planned Activity: Audit Fees

Planned activity number: NHTSAM9X2000F

Primary Countermeasure Strategy ID: Highway Safety Office Program Management

Planned Activity Description

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

Intended Subrecipients

Rhode Island Department of Transportation.

Countermeasure strategies

Countermeasure Strategy
Highway Safety Office Program Management

Funding sources

Source Fiscal Year	Funding Source ID	Eligible Use of Funds	Estimated Funding Amount	Match Amount	Local Benefit
2020	FAST Act 405f Motorcycle Programs	405f Motorcycle Programs (FAST)	\$500.00	\$125.00	

Countermeasure Strategy: Motorcycle Rider Training

Program Area: Motorcycle Safety

Project Safety Impacts

Without a mandatory helmet law, an advanced training program required with the initial licensing process would increase the knowledge and experience of the motorcyclists. Evidence has shown that in addition to teaching motorcycle control skills, programs are more effective if they train riders to recognize potentially hazardous riding situations and encourage helmet and safety equipment use while assessing their risks and limitations.

From 2014 through 2018, motorcyclist fatalities in Rhode Island fluctuated between a low of 4 in 2016 to a spike of 18 in 2018. This preliminary data for 2018 brings the five-year average from 2014 to 2018 up to 10. This is moving the State away from the desired downward trend.

Unhelmeted motorcycle fatalities have also mirrored the overall trend, with a spike in 2018. After achieving a low of two in 2008, the lowest since then has been 4. There were 9 unhelmeted motorcycle fatalities in 2018. Over the period 2014-2018, over half of the motorcycle drivers were unhelmeted. Under half involved in a fatal

crash had a BAC of .08 or greater. Rhode Island does not have a universal helmet law for all motorcyclists. The state 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. Additional analysis shows that the majority of impaired drivers in fatal crashes are white (67%). About one-quarter (27%) of drivers are between the ages of 25 to 34 and another 23 percent are between the ages of 21 to 24. From 2014 to 2018, June and July had the most fatal crashes; Two-thirds of crashes occurred between Thursday and Saturdays; and one-third of crashes occurred between 8:00 PM and 2:00 AM. The urban areas such as Providence, Warwick, and Cranston generally have the highest numbers of motorcycle fatalities.

Linkage Between Program Area

Motorcyclist fatalities in the State spiked in 2018 and motorcycle crashes as a proportion of overall crashes is higher in Rhode Island than across New England and the United States. Training programs can contribute to safe riding techniques and reduce fatalities by providing education and hands on experience.

Rationale

Countermeasures That Work, Chapter 5, Section 3 describes motorcycle rider licensing and training methods and are considered when developing courseware for Rhode Island.

Planned activities in countermeasure strategy

Unique Identifier	Planned Activity Name
NHTSAM9MA2001	Motorcycle Public Education Awareness and Outreach Campaign

Planned Activity: Motorcycle Public Education Awareness and Outreach Campaign

Planned activity number: NHTSAM9MA2001

Primary Countermeasure Strategy ID: Motorcycle Rider Training

Planned Activity Description

The State of Rhode Island, Rider Education Program currently uses the Motorcycle Safety Foundation’s most current Basic Rider Course curriculum for a licensing requirement. The program is operated under the Community College of Rhode Island, all Rangers, Rider Coaches, and Rider Coach trainers are current and in good standing with MSF guidelines. The funding will be used to increase outreach for motorcycle training and for equipment to increase safety of the rider course itself through an approved vendor. The State of Rhode Island, Rider Education Program currently uses the Motorcycle Safety Foundation’s most current Basic Rider Course curriculum for a licensing requirement. The program is operated under the Community College of Rhode Island, all Rangers, Rider Coaches, and Rider Coach trainers are current and in good standing with MSF guidelines. The funding will be used to increase outreach for motorcycle training and for equipment to increase safety of the rider course itself through an approved vendor. The CCRI Rider Program, as a stakeholder in the Traffic Safety Coalition, will continue the effort of proposing amendments to include advanced motorcycle training to new licensing protocols. This effort would also look to incorporate the assessment recommendation of amending §31-10.1-1.2 to delete all references to Motorcycle Safety Foundation. Replace it with language that gives the Board of Governors for Higher Education authority and responsibility to develop or approve

curriculums, certify instructors, and define student completion requirements. The 2017-2018 academic year had 1,719 students register for the rider program of that 1,439 completed the program.

From 2014 through 2018, motorcyclist fatalities in Rhode Island fluctuated between a low of 4 in 2016 to a spike of 18 in 2018. This preliminary data for 2018 brings the five-year average from 2014 to 2018 up to 10. This is moving the State away from the desired downward trend.

Unhelmeted motorcycle fatalities have also mirrored the overall trend, with a spike in 2018. After achieving a low of two in 2008, the lowest since then has been 4. There were 9 unhelmeted motorcycle fatalities in 2018. Over the period 2014-2018, over half of the motorcycle drivers were unhelmeted. Under half involved in a fatal crash had a BAC of .08 or greater. Rhode Island does not have a universal helmet law for all motorcyclists. The state 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. Additional analysis shows that the majority of impaired drivers in fatal crashes are white (67%). About one-quarter (27%) of drivers are between the ages of 25 to 34 and another 23 percent are between the ages of 21 to 24. From 2014 to 2018, June and July had the most fatal crashes; Two-thirds of crashes occurred between Thursday and Saturdays; and one-third of crashes occurred between 8:00 PM and 2:00 AM. The urban areas such as Providence, Warwick, and Cranston generally have the highest numbers of motorcycle fatalities.

Intended Subrecipients

CCRI Motorcycle Program.

Countermeasure strategies

Countermeasure Strategy
Motorcycle Rider Training

Funding sources

Source Fiscal Year	Funding Source ID	Eligible Use of Funds	Estimated Funding Amount	Match Amount	Local Benefit
2020	FAST Act 405f Motorcycle Programs	405f Motorcyclist Awareness (FAST)	\$30,000.00	\$7,500.00	

Program Area: Non-motorized (Pedestrians and Bicyclist)

Description of Highway Safety Problems

Problem Identification and Analysis

Concern for the needs of vulnerable road users, including pedestrians and bicyclists, has grown in recent years as the volume and prevalence of these road users has become more widely observed. The growing millennial generation is demanding walkable and bikeable facilities. As such it becomes even more important to monitor and enhance the safety of these roadway users. Over the most recent five-year period (2014-2018) pedestrian fatalities averaged 13 per year.

The spike in 2017 contributes to a rise in the average compared to averages in the past. A reduction in fatalities to 7 in 2018 helps to lower the average. Bicyclist fatalities have generally been low over the last five years with no fatalities in 2014 and 2015, while in each of 2016 and 2017, there were two fatalities per year, and one in 2018.

A total of 147 pedestrians were killed in motor vehicle crashes in Rhode Island from 2007 through 2018 and total fatalities involving pedestrians have fluctuated from as few as five to as many as 21 in 2017. Over this period bicycle fatalities have totaled 12 with between zero and three occurring in a given year. Rhode Island has exceeded the national percentage for pedestrian fatalities during all but one of the last ten years. The proportion of pedestrian fatalities rose in 2017 in conjunction with rise in overall fatalities did not. In terms of bicycle fatalities as a proportion of total fatalities, the small number of fatalities occurring in the state causes each crash to have a significant impact.

By age, the majority of pedestrian fatalities are 65 and over (38%) or between the ages of 45 to 54 (17%). By race, the majority of pedestrian fatalities are white (74%) and 21 percent are identified as black or Hispanic.

The top community for pedestrian fatalities from 2014 to 2018 was Warwick with 2.

By age, bicycle fatalities are impacting users across age groups, primarily 16-24 year olds.

Pedestrian fatalities are dispersed across the State with five communities experiencing a total of one over the past five years.

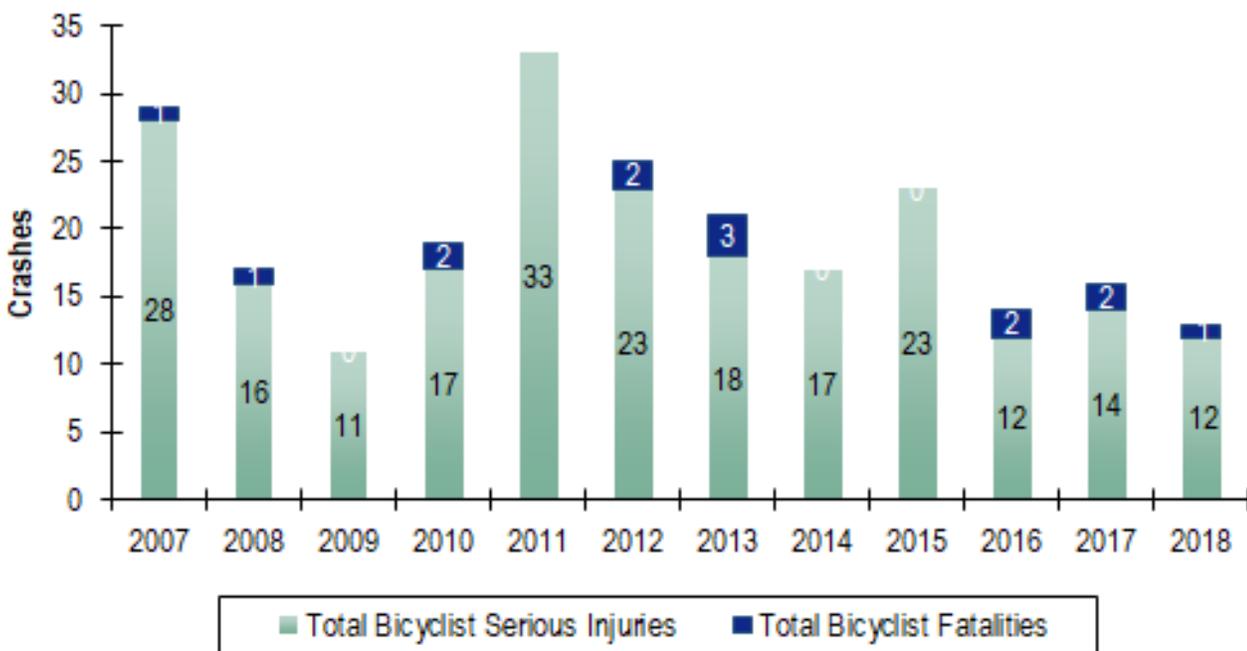
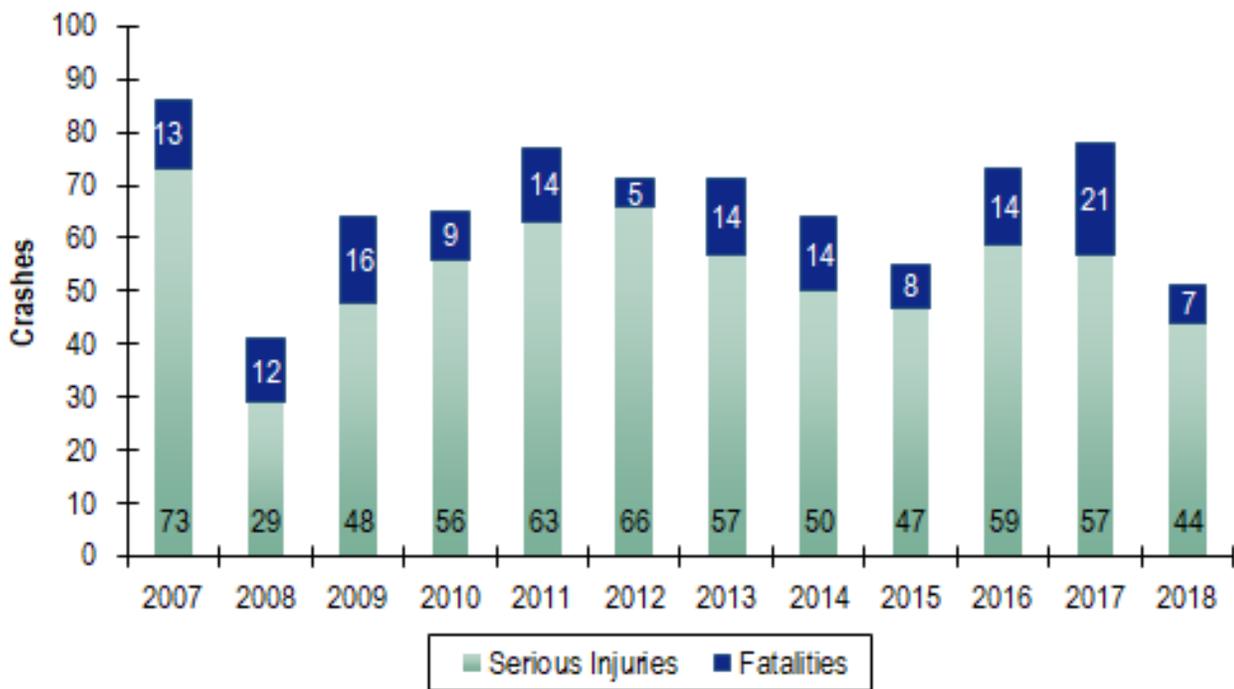
All of this information will be used to develop appropriate educational and marketing materials and target enforcement activities to reduce pedestrian and bicycle fatalities and serious injuries.

Total Fatalities and Serious Injuries Involving Pedestrians

Source: RIDOT/OHS (2019).

Total Bicyclist Fatalities and Serious Injuries

Source: RIDOT/OHS (2019).

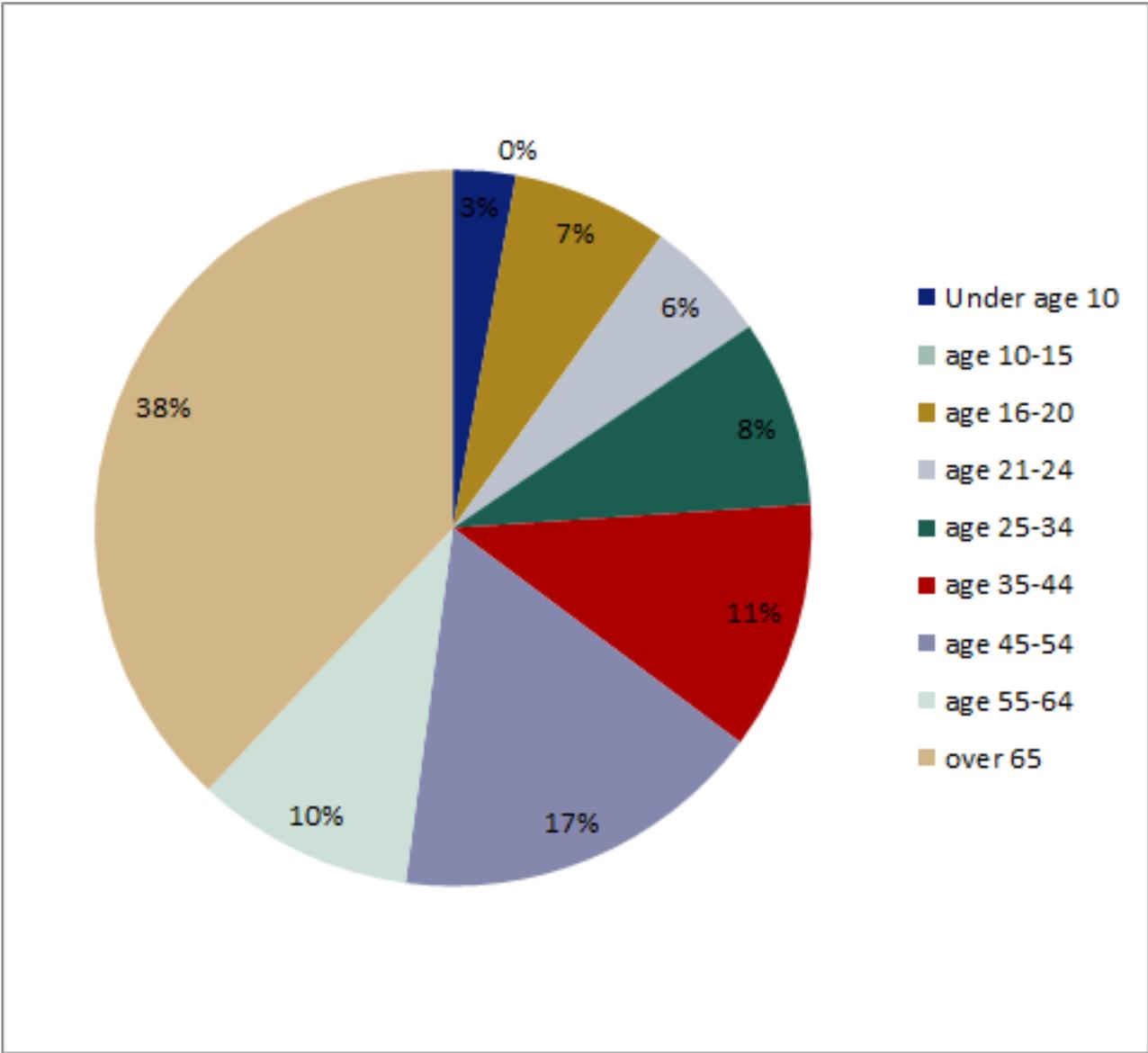


Note: Zero bicycle fatalities occurred 2009, 2011, 2014 and 2015.

Pedestrian Fatalities by Age Group (2012 to 2017)

Source: RIDOT/OHS (2019).

Pedestrian Fatalities by Race (2014 to 2018)



Source: RIDOT/OHS (2019).

Note: Zero pedestrian fatalities were identified as American Indian.

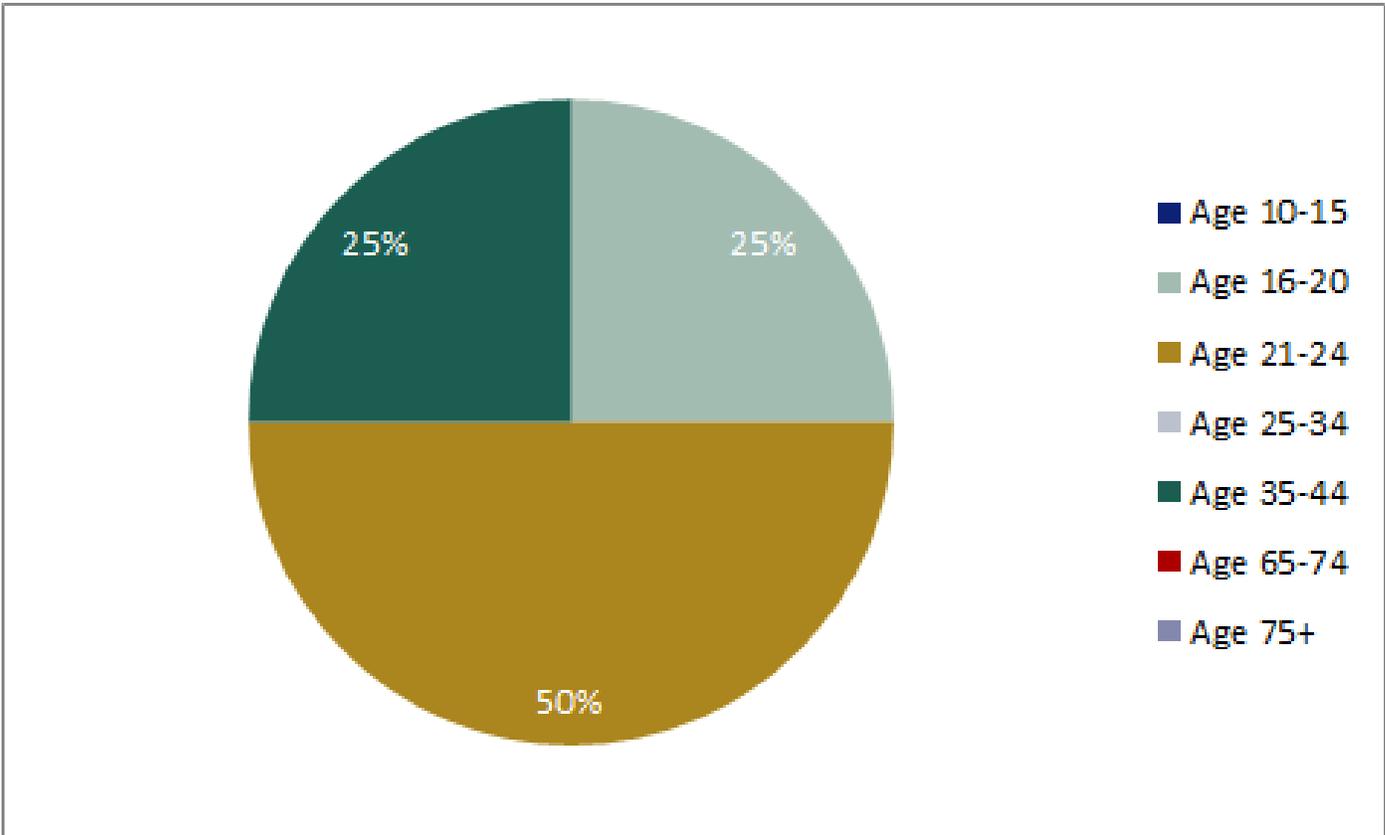
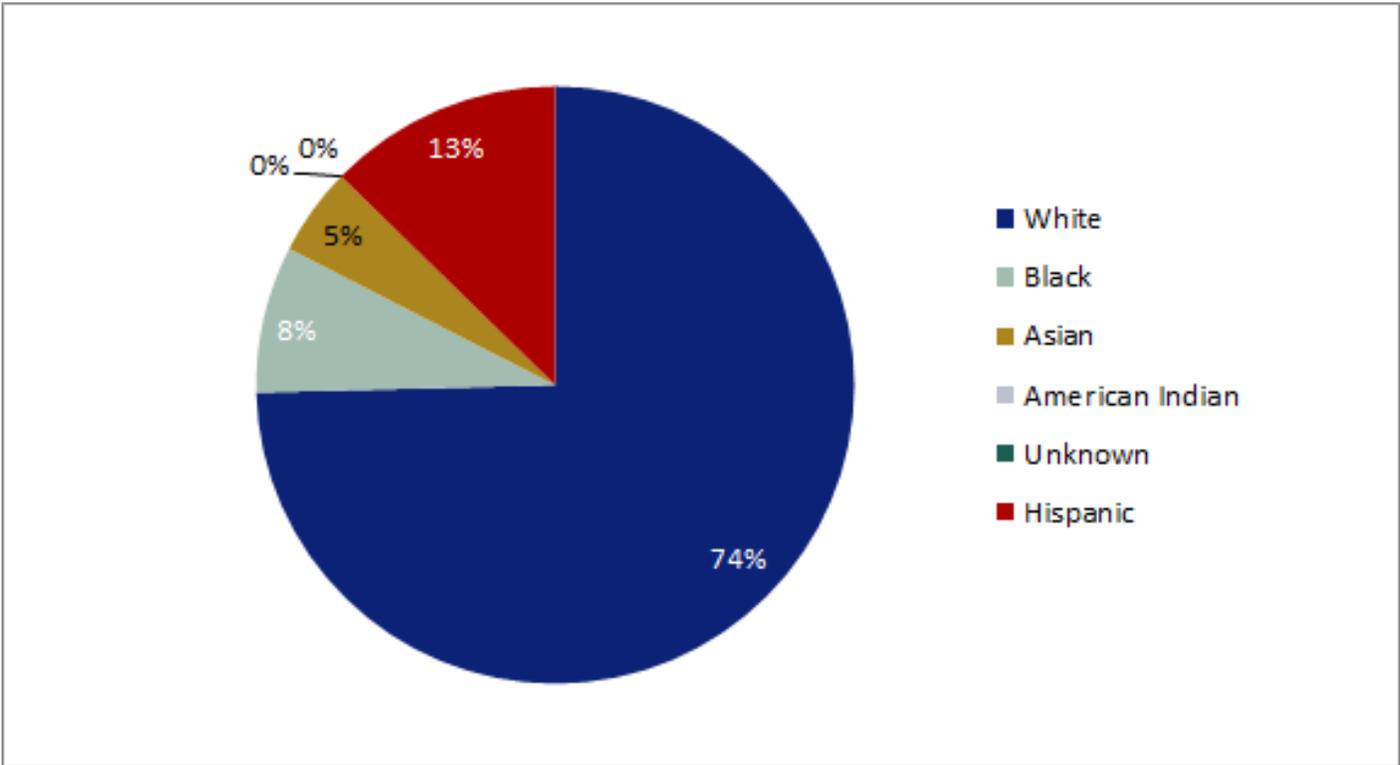
Top Three Cities/Towns by Fatal Pedestrian Crashes

City/Town	2014	2015	2016	2017	2018	Total
Providence	5	3	3	4	3	18
Cranston	1	3	1	0	1	6
Warwick	1	1	1	2	3	8

Source: RIDOT/OHS, (2019)

Bicyclist Fatalities by Age Group (2014 to 2018)

Source: RIDOT/OHS (2019).

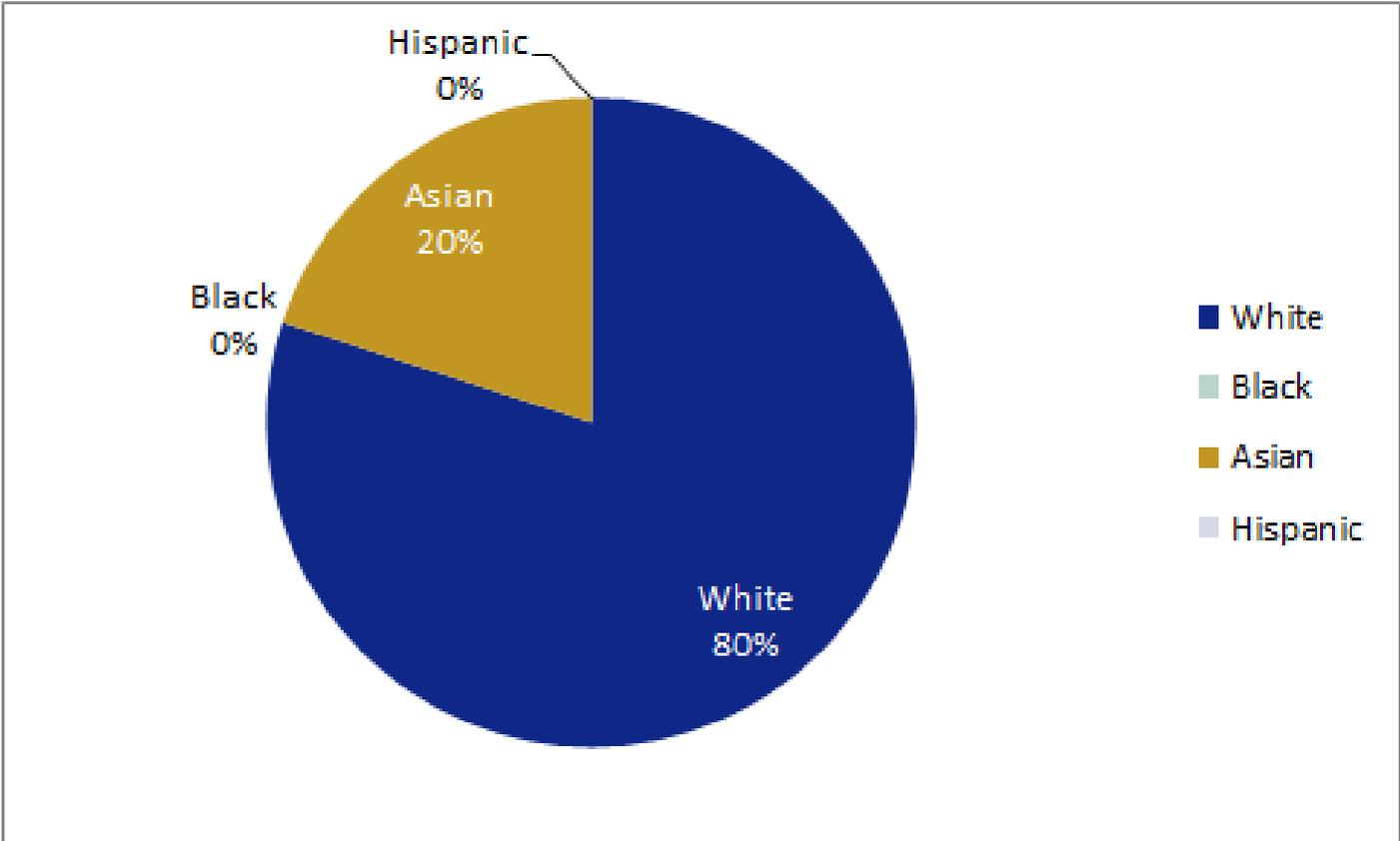


Note: No fatalities for age groups 10-15, 16-20, 25-34, 45-54, or 55-64 during this period

Bicyclist Fatalities by Race (2014 to 2018)Source: RIDOT/OHS (2019)

Top Cities/Towns by Fatal Bicycle Crashes

City/Town	2014	2015	2016	2017	2018	Total



Bristol					1	1
Coventry				1		1
Cranston			1			1
East Providence				1		1
South Kingstown			1			1

Source: RIDOT/OHS, (2019)

In order to help guide pedestrian fatality countermeasures, pedestrian impairment was reviewed. The majority of pedestrians (72%) had a BAC of 0.0%, however, 14 percent of pedestrians had a BAC of 0.08 or greater. While the threshold of 0.08 is tied to the legal limit for operating a vehicle, data from the most recent five years (2014-2018) suggests that pedestrian fatalities are also falling within this boundary.

BAC Test Results for Pedestrians Involved in Fatal Crashes

	2014	2015	2016	2017	2018	Total (%)
BAC 0.00	9	7	11	16	3	46 (72%)
BAC 0.01 - 0.07	0	0	0	1	0	1 (2%)
BAC 0.08 - 0.14	0	0	0	1	1	2 (3%)
BAC 0.15 +	2	1	2	1	1	7 (11%)

Test not given	3	0	1	2	2	8 (13%)
Not Reported	0	0	0	0	0	0 (0%)
Total	14	8	14	21	7	64 (100%)

Source: FARS (2019).

Associated Performance Measures

Fiscal Year	Performance measure name	Target End Year	Target Period	Target Value
2020	C-10) Number of pedestrian fatalities (FARS)	2020	5 Year	12.00
2020	C-11) Number of bicyclists fatalities (FARS)	2020	5 Year	1.00
2020	Impaired Pedestrian	2020	Annual	1.7

Countermeasure Strategies in Program Area

Countermeasure Strategy
Communication Campaign
Highway Safety Office Program Management
Reduce and Enforce Speed Limits

Countermeasure Strategy: Communication Campaign

Program Area: Non-motorized (Pedestrians and Bicyclist)

Project Safety Impacts

The increased number of pedestrian deaths in 2017 and increased popularity of bicycling led to a strengthening of efforts starting in 2018 to address the safety of non-motorized travel on Rhode Island roadways. An increased focus on communication strategies to build awareness is anticipated to help stem the growth in non-motorized fatalities.

Linkage Between Program Area

The communication efforts of this program area to different demographic groups will help educate the diverse population of non-motorized travelers in the State.

Rationale

Countermeasures That Work generally has two- to three-star ratings for training and outreach strategies for non-motorized modes. Activities with enforcement agencies that will enforce laws will also contribute to the effectiveness of the communication campaigns.

Planned activities in countermeasure strategy

Unique Identifier	Planned Activity Name
NHTSAFHLE2002H	Pedestrian/ Bike Public Education Public

NHTSAFHPE2002H	Creative Media (PS) Pedestrian/Bicycle Safety Education
NHTSAFHPE2001H	Paid Media (PS) Pedestrian/Bicycle Safety
NHTSAFHLE2004H	Youth Bike/Ped Safety Woonasquatucket River
NHTSAFHTR2001H	State Agencies (RIMPA) Ped/Bike Training
NHTSA402PS2002	Bike Newport Road Share Education
NHTSA402PS2003	RI Bike Coalition - Statewide Smart Cycling Education
NHTSA402PS2004	ThinkFast Interactive High School Education Program
NHTSAFHLE2006H	Citizens Traffic Safety Academy
NHTSAFHLE2005H	VMS Message Boards
NHTSA402PS2005	RIDOT Bike Safety

Planned Activity: Pedestrian/ Bike Public Education Public

Planned activity number: NHTSAFHLE2002H

Primary Countermeasure Strategy ID:

Planned Activity Description

The Office on Highway Safety will conduct pedestrian and bicycle education geared towards the general public. This educational program will focus on enlightening the general public about state and local laws involving both pedestrians and bicyclists. It is imperative that awareness is raised revolving around vulnerable road users. Informational handouts will be created in both English and Spanish highlighting motorist, bicyclist, and pedestrian responsibilities when interacting on the roadways. "Roadsharing" will be a common theme and the target audience will be taught how to safely utilize our roadways and how to be inclusive of other modes of transportation such as pedestrians and bicyclists.

Intended Subrecipients

TBD

Countermeasure strategies

Countermeasure Strategy
Communication Campaign

Funding sources

Source Fiscal Year	Funding Source ID	Eligible Use of Funds	Estimated Funding Amount	Match Amount	Local Benefit
2020	FAST Act 405h Nonmotorized Safety	405h Public Education	\$15,000.00	\$3,750.00	

Planned Activity: Creative Media (PS) Pedestrian/Bicycle Safety Education

Planned activity number: NHTSAFHPE2002H

Primary Countermeasure Strategy ID:

Planned Activity Description

OHS will fund creation of media to further education of the motoring public, pedestrians and bicyclists regarding motor vehicle laws intended to protect pedestrians and bicyclists from injury. Using a State of Rhode Island Master Price Agreement (MPA) vendor to design the creative materials, our primary target audience will be adults 18-45. Focus groups will be conducted to determine the best creative direction to reach these audiences.

Intended Subrecipients

State-approved media vendor.

Countermeasure strategies

Countermeasure Strategy
Communication Campaign

Funding sources

Source Fiscal Year	Funding Source ID	Eligible Use of Funds	Estimated Funding Amount	Match Amount	Local Benefit
2020	FAST Act 405h Nonmotorized Safety	405h Public Education	\$50,000.00	\$12,500.00	

Planned Activity: Paid Media (PS) Pedestrian/Bicycle Safety

Planned activity number: NHTSAFHPE2001H

Primary Countermeasure Strategy ID:

Planned Activity Description

OHS will fund media placement to further education of the motoring public, pedestrians and bicyclists regarding motor vehicle laws intended to protect pedestrians and bicyclists from injury. Using a State of Rhode Island Master Price Agreement (MPA) vendor, our primary target audience will be adults 18-45. As stipulated by the MPA contract, the selected vendor will conduct a comprehensive post-buy analysis, which will serve as the evaluation for this project.

Intended Subrecipients

State-approved media vendor.

Countermeasure strategies

Countermeasure Strategy
Communication Campaign

Funding sources

Source Fiscal Year	Funding Source ID	Eligible Use of Funds	Estimated Funding Amount	Match Amount	Local Benefit
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2020	FAST Act 405h Nonmotorized Safety	405h Public Education	\$100,000.00	\$25,000.00	
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Planned Activity: Youth Bike/Ped Safety Woonasquatucket River

Planned activity number: NHTSAFHLE2004H

Primary Countermeasure Strategy ID:

Planned Activity Description

The Red Shed Bike Program run through the Woonasquatucket River Watershed Council in Olneyville, Rhode Island has targeted providence youth ages 8-18 in many different bicycle safety/competency education programs. These programs include an eight-week summer bike camp, a spring bike camp for girls, and various after school bike programs at Providence and Pawtucket public schools. An LCI (League Certified Instructor) through the League of American Bicyclists administers all of these classes and programs. Red Shed’s goal is to educate and create confidence in the next generation of vulnerable road users in urban communities of Rhode Island including Olneyville, Providence and Pawtucket. By doing so, a larger goal is to lower the amount of serious injuries and fatalities of bicyclists in this state. To ensure that their program is run as effectively as possible, Red Shed conducts pre and post surveys to all that attend their classes, camps or programs. The results of these surveys are shared monthly with the Office on Highway Safety at RIDOT. Funding for Red shed comes out of the NHTSAFHLE source which supports public bicycle and pedestrian education for the state of Rhode Island.

Intended Subrecipients

Woonasquatucket River Watershed Council

Countermeasure strategies

Countermeasure Strategy
Communication Campaign

Funding sources

Source Fiscal Year	Funding Source ID	Eligible Use of Funds	Estimated Funding Amount	Match Amount	Local Benefit
2020	FAST Act 405h Nonmotorized Safety	405h Law Enforcement	\$50,000.00	\$12,500.00	

Planned Activity: State Agencies (RIMPA) Ped/Bike Training

Planned activity number: NHTSAFHTR2001H

Primary Countermeasure Strategy ID:

Planned Activity 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, 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, 2018 through September 30, 2019 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 LEL will also coordinate the recently developed ped/bike law enforcement training throughout the year. No police agency is allowed to conduct enforcement details without having taken the training. The Office on Highway safety with the LEL conducts training for law enforcement officers for pedestrian safety. Officers are provided data showing the existing issue and are encouraged to conduct pedestrian enforcement activities, using a data driven approach, in their respective communities. Officers are also trained on how to properly conduct pedestrian enforcement “Decoy operations” and a review of local state laws is also conducted. A portion of the training encompasses bicycle safety as well.

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

Intended Subrecipients

Rhode Island Municipal Police Academy.

Countermeasure strategies

Countermeasure Strategy
Communication Campaign

Funding sources

Source Fiscal Year	Funding Source ID	Eligible Use of Funds	Estimated Funding Amount	Match Amount	Local Benefit
2020	FAST Act 405h Nonmotorized Safety	405h Training	\$51,827.00	\$12,956.75	

Planned Activity: Bike Newport Road Share Education

Planned activity number: NHTSA402PS2002

Primary Countermeasure Strategy ID:

Planned Activity Description

Bike Newport runs numerous initiatives to improve practices of safe road sharing - addressing all road users

simultaneously whenever possible - including bicyclists, motorists and pedestrians as equal participants in safe road sharing g. Productive partnerships with community organizations - city, schools, agencies, foundations and businesses - gives them direct access to all sectors of the community, and are models for other municipalities. In 2018-2019, they significantly expanded their work in the Spanish-language community with weekly "Garaje en Espanol" sessions, translation of all their educational and informational outreach into Spanish and hiring staff that intentionally represents Newport's many neighborhoods and cultures. Target pedestrian initiatives at the 21 through 55 age population that is experiencing the greatest number of pedestrian fatalities and serious injuries. Educate all road users about the unique safety needs of vulnerable road users (pedestrians, bicyclists, moped users).

- o Develop informational and educational materials with a focus on individuals age 21 through 55, available in English and Spanish.

- o Work with local communities to improve enforcement and educational initiatives in their Pedestrian Safety Action Plans as well as the Statewide Vulnerable Road Users Safety Plan which includes municipal examples. The goal of FY 2020 at Bike Newport is to refine and optimize their programs to reach the people/communities they have not yet adequately served - with vital information about how to drive, cycle, and/or walk on shared road. Bike Newport will also continue to expand its outreach for their Rhode Island Waves Initiative in FY20. Piloted in Newport, this now statewide public awareness campaign improves communication among pedestrians, cyclists, and motorists across Rhode Island pushing the “Be noticed”, “Stop Look and Wave” slogans to pedestrians and motorists.

Intended Subrecipients

Bike Newport

Countermeasure strategies

Countermeasure Strategy
Communication Campaign

Funding sources

Source Fiscal Year	Funding Source ID	Eligible Use of Funds	Estimated Funding Amount	Match Amount	Local Benefit
2020	FAST Act NHTSA 402	Pedestrian/Bicycle Safety (FAST)	\$76,000.00	\$19,000.00	\$30,400.00

Planned Activity: RI Bike Coalition - Statewide Smart Cycling Education

Planned activity number: NHTSA402PS2003

Primary Countermeasure Strategy ID:

Planned Activity Description

The Rhode Island Bike Coalition serves the bicyclist population of Rhode Island by offering their Smart Cycling courses throughout the state. In FY20 the RI Bicycle Coalition will hold a total of 40 smart cycling classes. Each Smart cycling course is administered by a LCI (League Certified Bicycle Instructor) certified

through the League of American Bicyclists. Through education and outreach, the Rhode Island Bicycle Coalition will strengthen the confidence of both adults and children as vulnerable road users with a focus on safety, rules of the road and an application of taught practical skills. The coalition’s ultimate goal is to help the state lower the amount of serious injuries and fatalities of bicyclists on Rhode Island roadways through practical training and safety education. Their target audience covers any and all bicyclists in the state from novice to pro. The Rhode Island Bike Coalition serves as the states go-to resource for those looking to improve their riding skills while also being educated on safety standards. The Rhode Island Bicycle Coalition is funded under NHTSA402PS which covers pedestrian and bicycle education efforts throughout the state of Rhode Island.

Intended Subrecipients

Bicycle Safety Coalition

Countermeasure strategies

Countermeasure Strategy
Communication Campaign

Funding sources

Source Fiscal Year	Funding Source ID	Eligible Use of Funds	Estimated Funding Amount	Match Amount	Local Benefit
2020	FAST Act NHTSA 402	Pedestrian/Bicycle Safety (FAST)	\$10,000.00	\$2,500.00	\$4,000.00

Planned Activity: ThinkFast Interactive High School Education Program

Planned activity number: NHTSA402PS2004

Primary Countermeasure Strategy ID:

Planned Activity Description

Think Fast Interactive, created by TJohnE Productions, is an interactive game show style program that blends critical highway safety messaging with pop culture to command youth’s engagement and attention at high school and middle school assemblies. The production educates on such emphasis areas as Distracted Driving, Impaired Driving, Occupant Protection, GDL (Graduated Driver’s License) Laws, RI General Law, and Pedestrian/Bicycle Safety. ThinkFast is funded by three different funding sources under these projects; NHTSA402SA2004 (\$50,000), NHTSA402DD2007 (\$50,000), and NHTSA402PS2004 (\$50,000). These three funding sources are represented within each production’s content. Reaching up to 50 schools by the conclusion of each school year hitting grade 6-12, this program exposes youth to important targeted highway safety information with a strong retention rate. The goal of ThinkFast is to empower Rhode Island middle and high school youth to make more educated and safe decisions when on Rhode Island roadways as either an occupant or as a driver. In order to measure the success of the program throughout the school year, pre and post examinations are administered. This ensures the programs success by measuring youth’s knowledge of traffic safety emphasis areas, and 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.

These results are featured in the OHS’s Annual Report.

Intended Subrecipients

TJohnE Productions

Countermeasure strategies

Countermeasure Strategy
Communication Campaign

Funding sources

Source Fiscal Year	Funding Source ID	Eligible Use of Funds	Estimated Funding Amount	Match Amount	Local Benefit
2020	FAST Act NHTSA 402	Pedestrian/Bicycle Safety (FAST)	\$50,000.00	\$12,500.00	\$20,000.00

Planned Activity: Citizens Traffic Safety Academy

Planned activity number: NHTSAFHLE2006H

Primary Countermeasure Strategy ID:

Planned Activity Description

OHS will fund the second year of the Citizens Traffic Safety Academy (CTSA). The program is scheduled to conduct the 3rd session in August 2019. A final evaluation report from an independent evaluator is forthcoming. The funding will be in four equal values of \$25,000.00 from each of these funding streams/projects NHTSAFHLE2006H (405H), NHTSAM2HVLE2008B (405b), NHTSAFESX2001E (405e), and NHTSAFDLDAT2003(405D) for a total of \$100,000.00.

The RI DOT Strategic Highway Safety Plan (SHSP, 2017-2022) set a performance target of reducing annual road fatalities and serious injuries by half by 2030. The intermediate performance measures identified in the SHSP look for an annual reduction of 3.2 percent in fatal and serious injury crashes. The State of Rhode Island continues to experience significant consequences related to risky driving behaviors that include but are not limited to impaired driving, speed, occupant protection, motorcycles, vulnerable road users and distracted driving.

Although alcohol-involved fatalities have been trending downward based on a rolling average, the percentage of RI’s fatal alcohol-involved motor vehicle crashes for 2015 at 42%, are higher than the US average (at 29%) and those of New England States (at 34%). Speed related fatalities in 2015 accounted for 44 percent of crashes, compared to 33 percent in the region and 27 percent nationwide. Data had indicated a downward trend during 2011-2016 in motorcyclist fatalities. However, preliminary data for 2017 indicates an increase from 4 in 2016 to 11 and there are already 13 in 2018. The five-year average (2011-2015) for pedestrian fatalities is 11. Preliminarily in 2016 there are 14 and 21 in 2017. For 2018 there are currently 4. In RI and Nationally, distraction is becoming an increasingly evident behavioral concern in crashes. There currently are limited resources available for collection of this data that heavily relies on law enforcement data collection in the crash report process. Nationally and Regionally distraction is reported to be involved in 10 percent of fatal crashes.

Most however believe some form of distraction contributes to a higher percentage of fatal crashes but due to circumstances this data could not or cannot be obtained and or verified.

The Citizens Traffic Safety Academy is a program designed to provide a statewide educational and outreach strategy focused program on highway safety emphasis areas delivered through training, awareness and prevention classes. It will provide a comprehensive framework for reducing highway fatalities and serious injuries on all public roads. It is based on the highly successful Citizens Police Academy model which uses outreach and education to familiarize members of the public about law enforcement's role in community and to increase positive community engagement with law enforcement.

The Citizens Traffic Safety Academy is a comprehensive approach to all traffic safety emphasis areas that will support the statewide goals of the RI DOT Strategic Highway Safety Plan (2017-2022). By integrating the 4 Es' of highway safety—engineering, education, enforcement, and emergency medical services (EMS) the program will assist RI DOT in attaining the goal of the three percent annual reduction in the referenced intermediate performance targets. The program will also incorporate a fifth E by utilizing an independent evaluator to evaluate the program itself. The specific focus areas targeted by CTSA include:

Alcohol and Drug Impaired Driving

Speeding

Seatbelt and Child Restraint

Distracted and Drowsy Driving

Motorcycles - other driver awareness

Aging Road Users

Young Drivers

Work Zone Safety

Law Enforcement Techniques

Life Saving Casualty Care

The purpose of the Citizens Traffic Safety Academy is to create a cadre of traffic safety experts to foster better communication between citizens and highway safety experts through education and awareness. The Target Audience for CTSA is adults of the general public to include State and Community Leaders. The Citizens Traffic Safety Academy will provide information and training to the citizens who participate, so they may make safe and informed judgments while driving, walking or biking.

The Rhode Island Department of Transportation's Office on Highway Safety in conjunction with Spartan International Consulting Group is creating a partnership with the community to provide quality education in the traffic safety emphasis areas to help in the protection of life and property and to improve the public's awareness to the dangers facing all roadway users.

The CTSA class will meet one day per week for three hours for a period of eight weeks. The classes have been currently held at the New England Institute of Technology. It is planned to partner with other State, Colleges and community groups to continue the program at various locations throughout the State to increase the reach of participants. There is a minimum of 20 participants per class and there are 4 planned sessions in this FFY. The program is looking to expand by being provided to all state employees within DOT and other Departments as part of the States incentive program for education and training. This class will have approximately 30-35 participants.

The program will use classroom instruction paired with demonstrations and participation blocks to raise awareness and change behaviors while focusing on the emphasis areas of the SHSP. The program will be able to target specific target audience agendas based on the community in which the program is presented. Education is the driving force behind this program with increased community relations with law enforcement, traffic safety partners and stakeholders. The use of a pre- and post-survey will show the effectiveness of the education and awareness program efforts to show if a greater level of understanding and awareness was achieved.

Intended Subrecipients

Spartan International Consulting Group

Countermeasure strategies

Countermeasure Strategy
Communication Campaign

Funding sources

Source Fiscal Year	Funding Source ID	Eligible Use of Funds	Estimated Funding Amount	Match Amount	Local Benefit
2020	FAST Act 405h Nonmotorized Safety	405h Training	\$25,000.00	\$6,250.00	

Planned Activity: VMS Message Boards

Planned activity number: NHTSAFHLE2005H

Primary Countermeasure Strategy ID:

Planned Activity Description

Portable Variable Message Boards to display the “Drive Sober or Get Pulled Over” or other High Visibility of DUI laws messages for law enforcement agencies to be used as part of the two national “Drive Sober or Get Pulled Over” impaired driving crackdowns as well as for monthly sustained enforcement as part of the HVE program funded by OHS with NHTSA monies. 10 cities/towns will be chosen based on data and those who help coordinate the States’ DUI task force details. Agencies chosen to receive grant funding to purchase Portable Variable Message Boards shall enter into a Memorandum of Agreement with the Office on Highway Safety regarding the effectiveness of safety messages. Furthermore, this Memorandum of Understanding will cover the usage of these tools and will make the subrecipient explicitly aware that the usage of these signs is restricted to alcohol related safety messages; Speed enforcement safety messages; seatbelt safety messages; Distracted Driving safety messages; and Non-Motorized messaging. The Office on Highway Safety shall closely monitor the usage of these message boards for compliance. These VMS boards will be Buy America compliant and shall be proportionally funded, but will primarily be used for Alcohol Enforcement messaging 75% Alcohol; 25% Distracted; 25% Speed; 25% OP, and 25% Non-motorized.

Intended Subrecipients

TBD

Countermeasure strategies

Countermeasure Strategy
Communication Campaign

Funding sources

Source Fiscal Year	Funding Source ID	Eligible Use of Funds	Estimated Funding Amount	Match Amount	Local Benefit
2020	FAST Act 405h Nonmotorized Safety	405h Public Education	\$25,000.00	\$6,250.00	

Planned Activity: RIDOT Bike Safety

Planned activity number: NHTSA402PS2005

Primary Countermeasure Strategy ID:

Planned Activity Description

Elementary schools have reached out to RIDOT with the request of renewed and enhanced bicycle safety information for their students. Many young children reside in neighborhoods which support bicycle paths. RIDOT/OHS has created a new bike safety pilot curriculum geared for students grade 3-5. It is a five hour module curriculum that has an attached educational video. The entire curriculum was based on best practice and borrowed components from other successful programs across the country and vetted by several R.I. based bicycle safety experts. After meeting with several elementary school administrators and health teachers it's been determined that RIDOT/OHS will pilot the program in 8-10 elementary schools during the FY2020 school year. The program will also be demonstrated at parent geared events in order to expand its family friendly practices. Costs will support staff hours and educational materials.

Intended Subrecipients

Rhode Island Department of Transportation.

Countermeasure strategies

Countermeasure Strategy
Communication Campaign

Funding sources

Source Fiscal Year	Funding Source ID	Eligible Use of Funds	Estimated Funding Amount	Match Amount	Local Benefit
2020	FAST Act NHTSA 402	Pedestrian/Bicycle Safety (FAST)	\$75,000.00	\$18,750.00	\$30,000.00

Countermeasure Strategy: Highway Safety Office Program Management

Program Area: Non-motorized (Pedestrians and Bicyclist)

Project Safety Impacts

The countermeasure strategy, with its focus on staff and office resources, is designed to maintain and implement the countermeasure strategies of the program area. The commitment of program management resources in this area will help to address issues such as an increasing number of pedestrian fatalities.

Linkage Between Program Area

The staff resources funded in this program area are used to monitor and prioritize the implementation of countermeasures, moving the program area towards its stated targets. Staff will coordinate resources and activities to address the increase in pedestrian fatalities and other non-motorized transportation safety issues.

Rationale

This countermeasure is used primarily to fund staff salaries to maintain consistent day-to-day implementation of program area activities. Staff will coordinate resources and activities to address the increases in pedestrian fatalities and other non-motorized transportation safety issues.

Planned activities in countermeasure strategy

Unique Identifier	Planned Activity Name
NHTSA402PS2001	Salaries (Pedestrian/Bicycle)
NHTSAFHX2000H	Audit Fees

Planned Activity: Salaries (Pedestrian/Bicycle)

Planned activity number: NHTSA402PS2001

Primary Countermeasure Strategy ID:

Planned Activity Description

Fees charged to NHTSA accounts for all Program Coordinators, as well as, interns/co-op students, and any additional staff secured.

Intended Subrecipients

Rhode Island Department of Transportation.

Countermeasure strategies

Countermeasure Strategy
Highway Safety Office Program Management

Funding sources

Source Fiscal Year	Funding Source ID	Eligible Use of Funds	Estimated Funding Amount	Match Amount	Local Benefit
2020	FAST Act NHTSA 402	Pedestrian/Bicycle Safety (FAST)	\$100,000.00	\$25,000.00	\$0.00

Planned Activity: Audit Fees

Planned activity number: NHTSAFHX2000H

Primary Countermeasure Strategy ID: Highway Safety Office Program Management

Planned Activity Description

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

Intended Subrecipients

Rhode Island Department of Transportation.

Countermeasure strategies

Countermeasure Strategy
Highway Safety Office Program Management

Funding sources

Source Fiscal Year	Funding Source ID	Eligible Use of Funds	Estimated Funding Amount	Match Amount	Local Benefit
2020	FAST Act 405h Nonmotorized Safety	405h Training	\$1,200.00	\$300.00	

Countermeasure Strategy: Reduce and Enforce Speed Limits

Program Area: Non-motorized (Pedestrians and Bicyclist)

Project Safety Impacts

This countermeasure focuses on the improvement of techniques used by law enforcement to address adherence to traffic laws by all users of the transportation system, particularly with an emphasis on the interface between motorists and non-motorized users of the transportation system. Enforcement techniques can encourage travel at lower speeds to help increase the survivability of victims in a crash. Combining enforcement with changes in posted speed are an effective combination to reduce instances of speeding.

In Rhode Island, a fatality is defined as speed-related if one of the driver-related factors includes driving over the speed limit, excessive speed, driving too fast for conditions, or racing. A speed-related serious injury crash is defined as occurring when a citation is issued to a driver involved in the crash for exceeding the lawful speed limit.

Speed was a likely factor in over 45% of fatalities in 2017 and 2018, which is dramatically higher than the 38% of all fatalities over the prior five-year period (2012-2016). 2017 saw a dramatic jump to 41 fatalities, compared to 23 in 2016. Most drivers in speed-related fatal crashes are between age 16 and 34 (63%), and 82 percent are white. The cities of Providence and Cranston have the highest numbers of speeding crashes in the most recent five years with 17 and 9 respectively.

Rhode Island speeding crashes occur on roads with lower speed limits compared to other States. From 2011 to 2015, 47 percent of speeding-related fatalities occurred on roads with a speed limit of 30 mph or below. This percentage was higher than the region percentage (32 percent), and both were higher than the nationwide percentage of 14 percent. Ninety percent of the speeding-related fatalities in the State occurred on roads with a speed limit of 50 mph or less. This percentage was higher than the region (77 percent) and the nation (54

percent).

Enforcement efforts have improved annually, and Rhode Island increased the number of citations issued to 9,836 in 2018. Part of the multifaceted approach to this issue is paid media. OHS also has increased its' level of paid media buys during August one of the highest months for speed-related fatalities, to support the annual speed enforcement campaign in Rhode Island during that period. Fatal crashes will continue to be monitored and campaigns adjusted accordingly.

Linkage Between Program Area

Both pedestrian fatalities and speed-related fatalities have risen in the last three years in Rhode Island. By addressing both areas using an enforcement, there is an opportunity to lower these numbers.

Over the most recent five-year period (2014-2018) pedestrian fatalities averaged 13 per year. The spike in 2017 contributes to a rise in the average compared to averages in the past. A reduction in fatalities to 7 in 2018 helps to lower the average. A total of 147 pedestrians were killed in motor vehicle crashes in Rhode Island from 2007 through 2018 and total fatalities involving pedestrians have fluctuated from as few as five to as many as 21 in 2017. Rhode Island has exceeded the national percentage for pedestrian fatalities during all but one of the last ten years. By age, most pedestrian fatalities are 65 and over (38%) or between the ages of 45 to 54 (17%). By race, most pedestrian fatalities are white (74%) and 21 percent are identified as black or Hispanic.

Rationale

Countermeasures That Work, Chapter 8, Section 4.2 explains the benefits of reduction and enforcement of speeds. In addition, Countermeasures That Work, Chapter 3, Sections 2.2 and 2.3 explain the benefits of enforcement to address speed.

Planned activities in countermeasure strategy

Unique Identifier	Planned Activity Name
NHTSAFHLE2001H	Municipal Pedestrian Bicycle Enforcement Patrols
NHTSAFHLE2003H	Pedestrian/ Bike Public Education LE

Planned Activity: Municipal Pedestrian Bicycle Enforcement Patrols

Planned activity number: NHTSAFHLE2001H

Primary Countermeasure Strategy ID:

Planned Activity Description

This task will provide funds to enable approximately 19 municipal law enforcement agencies to conduct patrols aimed at enforcing the state's pedestrian/bicycle laws. Grants will be funded based on a competitive application including factors such as demonstrated need, number of crashes, community size, road configuration/congestion, and violations/warnings issued. Patrols will be conducted year round with a focus on the summer months primarily in downtown locations during the morning and evening commuting hours. Specific times and locations will be based on local data.

Intended Subrecipients

All municipal police departments.

Countermeasure strategies

Countermeasure Strategy
Reduce and Enforce Speed Limits

Funding sources

Source Fiscal Year	Funding Source ID	Eligible Use of Funds	Estimated Funding Amount	Match Amount	Local Benefit
2020	FAST Act 405h Nonmotorized Safety	405h Law Enforcement	\$65,000.00	\$16,250.00	

Planned Activity: Pedestrian/ Bike Public Education LE

Planned activity number: NHTSAFHLE2003H

Primary Countermeasure Strategy ID:

Planned Activity Description

The Office on Highway safety conducts training for law enforcement officers for pedestrian safety. Officers are provided data showing the existing issue and are encouraged to conduct pedestrian enforcement activities, using a data driven approach, in their respective communities. Officers are also trained on how to properly conduct pedestrian enforcement “Decoy operations” and a review of local state laws is also conducted. A portion of the training encompasses bicycle safety as well.

Intended Subrecipients

TBD

Countermeasure strategies

Countermeasure Strategy
Reduce and Enforce Speed Limits

Funding sources

Source Fiscal Year	Funding Source ID	Eligible Use of Funds	Estimated Funding Amount	Match Amount	Local Benefit
2020	FAST Act 405h Nonmotorized Safety	405h Law Enforcement	\$50,000.00	\$12,500.00	

Program Area: Occupant Protection (Adult and Child Passenger Safety)

Description of Highway Safety Problems

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 22 percent of the total fatalities in 2018. The safety belt use rate for Rhode Island, while steadily rising, has been well below the national rate over the last decade. The Rhode Island seat belt in 2018 was 88.8 percent, lower

than the national rate of 89.6 percent. However, the increase in safety belt use also appears to be associated with the continued decline of unrestrained fatalities.

Additional analysis of 2014-2018 data show that the majority of unrestrained drivers in fatal crashes are white (72%). 30 percent of occupants are under age 25. Johnston has the highest numbers of unrestrained motor vehicle occupant fatalities.

All of this information, as well as, the key recommendations listed below from the Rhode Island Occupant Protection Assessment in April 2016 will continue to be used to develop appropriate educational and marketing materials and target enforcement activities to reduce restraint nonuse. In 2020, the Office on Highway Safety will work with NHTSA on a new assessment after which new or revised recommendations will replace the items below.

OHS continues to staff a Program Coordinator for the Occupant Protection program, as well as other program areas. This has enabled OHS to enhance occupant protection programs and outreach. This includes introducing an initiative to enhance child passenger safety technician training program for fire services, rescue, and ambulance personnel.

Key Assessment Recommendations:

Program Management

Engage leadership on the importance of occupant protection so that it becomes a priority within the State. This message from the top down will create momentum in the program to reach the State's goal of 90 percent seat belt use.

Hire personnel to fill vacant OHS positions and, once fully staffed, prioritize staff to high risk emphasis areas. This may require reorganization of existing personnel to separate major emphasis areas from single staff members which will allow more centralization of time and effort to meet performance goals for occupant protection.

Legislation/Regulation And Policy

Engage law enforcement to conduct sustained occupant protection high visibility enforcement with coordinated media and educational efforts that address all age groups.

Develop and make readily accessible occupant protection fact sheets to include highlights of the law, consequences of not buckling, and the economic impact of unrestrained injuries and fatalities.

Law Enforcement

Develop a statewide occupant protection work plan using elements of community oriented policing, a community based intervention model (from the Centers for Disease Control and Prevention), and DDACTS to reduce unrestrained crashes, injuries and deaths.

Develop, and distribute a law enforcement agency survey to assess how officers use their professional discretion when performing seat belt enforcement activities. The purpose of this survey is to better understand officers' decision-making process and how the OHS may refine and clarify their expectations when communicating with law enforcement agencies.

Sponsor a program to advocate for all law enforcement agencies to adopt the principles of the "Below 100" program endorsed by the International Association of Chiefs of Police and the National Sheriffs Association, and create a roll call training video emphasizing the importance for seat belt use for officer safety.

Communication

Advertise all four enforcement mobilizations with earned and paid media and a strong enforcement-focused message (e.g., extra patrols on now) with localized ads that feature Rhode Island law enforcement.

Develop a unified, multi-faceted, enforcement-focused communications campaign that includes print materials that are designed to carry forward the messages and look of the television and radio ads. Work with the media buy contractor to determine which print elements will be needed. As an example, web ads could make use of bonus media opportunities and billboard visuals. Ensure that the entire campaign uses similar fonts, colors and themes so motorists know the messages are connected.

Contract with a public relations specialist who will assist the OHS team in identifying fresh news approaches for messaging and who will aggressively pitch news stories to reporters with the end goal of obtaining the most comprehensive news coverage and message exposure possible and the ability to measure results.

Occupant Protection For Children

Seek alternative funding for purchase of car seats to help meet the demand.

Obtain injury data, child passenger observational surveys and car seat misuse information to support child passenger safety programming.

Outreach

Create an educational program for law enforcement officers to identify proper child car seat use and law violations by developing a roll call video with a pocket card containing key messages. Measure to determine if this effort results in an increase in child passenger safety citations.

Sponsor training on media outreach, grant writing, program evaluation and strategic planning to facilitate communication among the many traffic safety stakeholder organizations and grant recipients. Ensure ample time is left on the agenda for informal networking and the sharing of creative ideas and best practices.

Data and Evaluation

Undertake an analysis of data from the observational and attitudinal surveys to identify locations and populations where seat belt usage is below the State average.

Improve information collected regarding citations.

Work with the Rhode Island Traffic Tribunal to obtain counts of seat belt and child restraint citations.

Develop a citation tracking system to determine the eventual outcome of all seat belt and child restraint citations.

Require agencies to report seat belt and child restraint citations written outside of grant-funded activities.

Conduct an analysis of morbidity data to evaluate the burden of motor vehicle crashes within Rhode Island.

Analyze data from the Rhode Island Hospital and Hasbro Children's Hospital trauma registry to determine the experiences of the most severely injured crash victims.

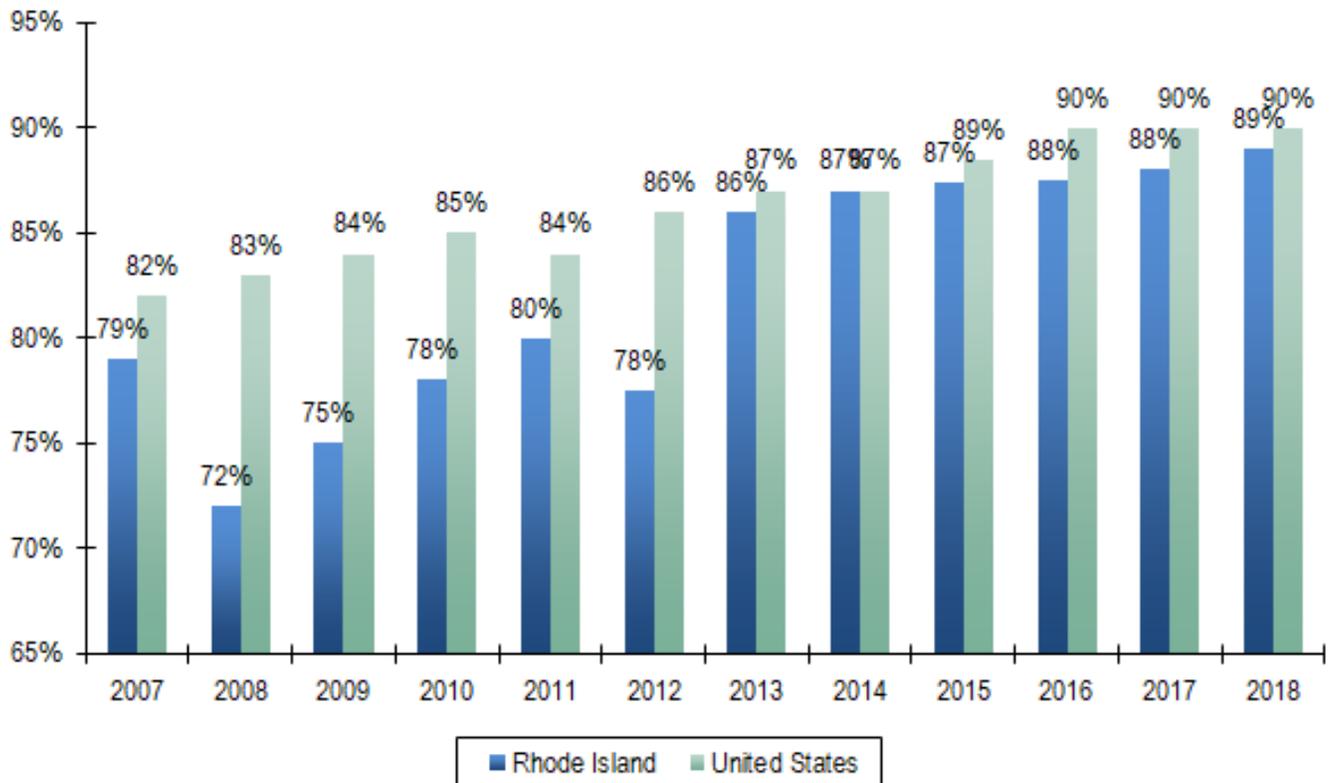
Utilize contacts within the TRCC to conduct an analysis of the emergency department and hospital

discharge databases to gain a broader picture of injuries resulting from motor vehicle crashes.

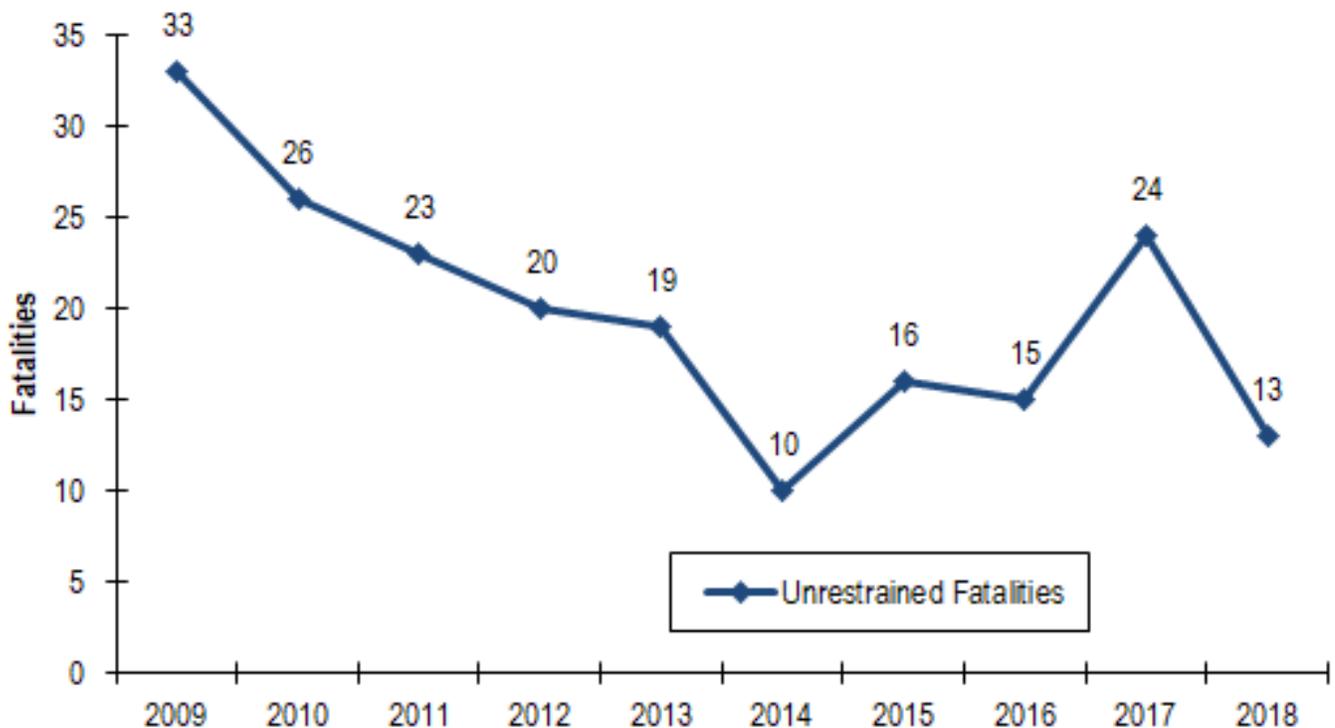
Reestablish efforts to link the motor vehicle crash and hospital databases

Observed Safety Belt Use Rate (Rhode Island and Nationwide)

Source: RIDOT/OHS (2019); FARS (2019).



Restraint Nonuse for Rhode Island Motor Vehicle Fatalities



Source: RIDOT/OHS (2019).

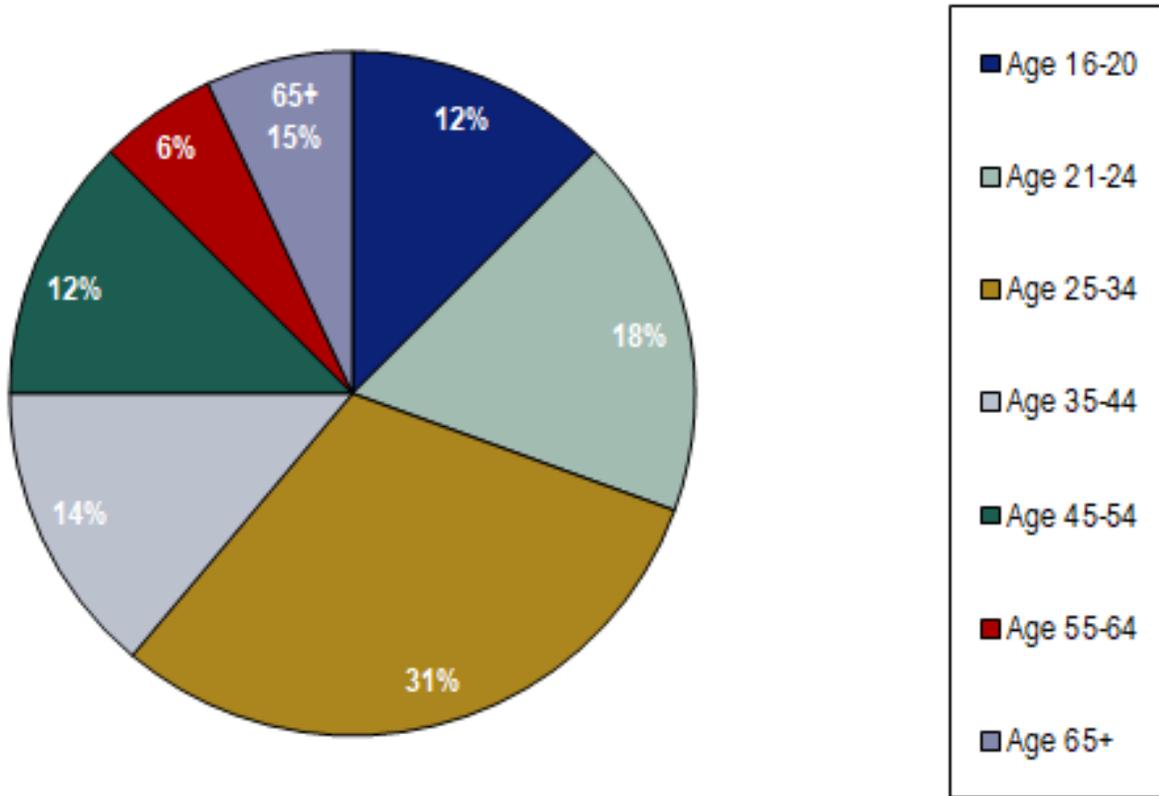
Motor Vehicle Fatalities by Restraint System – Use and Nonuse (2018)

	Driver	Passenger	Total
None Used/Not Applicable	9	4	13
Lap Belt Only Used	0	0	0
Shoulder and Lap Belt	8	4	12
Child Restraints	0	1	1
Unknown	2	2	4
Total	32	13	45

Source: FARS (2019) - Preliminary.

Number of Unrestrained Fatalities by Age Group 2014 to 2018

Source: RIDOT/OHS (2019).

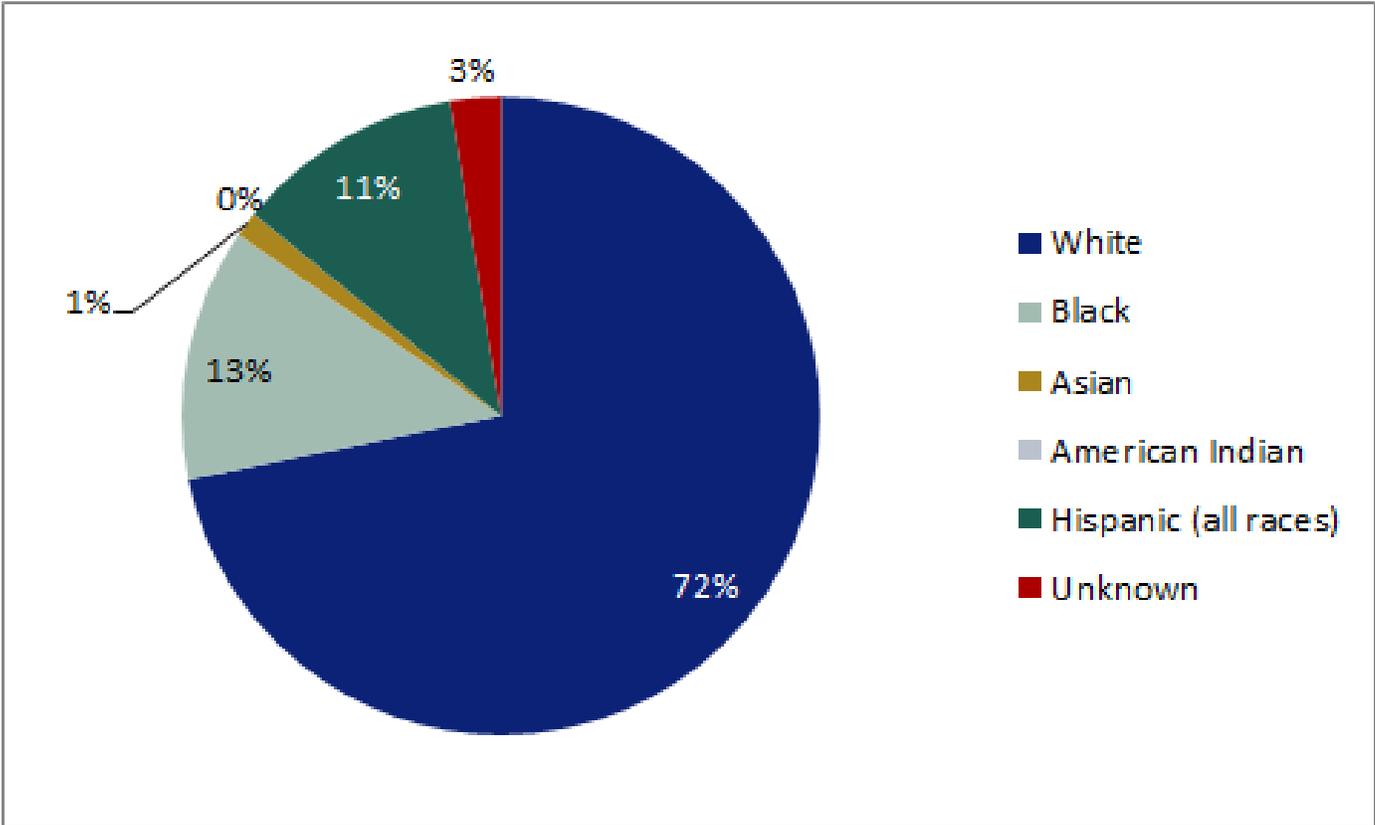


Unrestrained Fatalities by Race (2014 to 2018)

Source: RIDOT/OHS, 2019.

Top Cities/Towns for Unrestrained Motor Vehicle Occupant Fatalities (2014-2018)

City/Town	2014	2015	2016	2017	2018	Total
Johnston	2	0	4	1	2	9



Providence	0	4	1	2	1	8
Cranston	2	0	0	2	3	7
Pawtucket	0	4	1	2	0	7

Source: RIDOT/OHS, (2019)

Associated Performance Measures

Fiscal Year	Performance measure name	Target End Year	Target Period	Target Value
2020	C-4) Number of unrestrained passenger vehicle occupant fatalities, all seat positions (FARS)	2020	5 Year	15.00
2020	B-1) Observed seat belt use for passenger vehicles, front seat outboard occupants (survey)	2020	5 Year	90.00
2020	Pickup Driver Belt Use	2020	Annual	80.00

Countermeasure Strategies in Program Area

Countermeasure Strategy

Child Restraint System Inspection Station(s)
Communication Campaign
OP RIOHS Office

Countermeasure Strategy: Child Restraint System Inspection Station(s)

Program Area: Occupant Protection (Adult and Child Passenger Safety)

Project Safety Impacts

While there have been few deaths involving child restraints in Rhode Island, national studies show there is a low awareness of child restraint laws and proper use of child restraints.

Linkage Between Program Area

While there have been few deaths involving child restraints in Rhode Island, national studies show there is a low awareness of child restraint laws and proper use of child restraints.

Rationale

In Countermeasures That Work, Chapter 2 Sections 5.1 and 6.2 discuss the enforcement and education of child restraint and booster seat use. The activities included in this countermeasure focus on educating the public on proper child passenger safety techniques through the use of inspection stations operated by law enforcement.

Planned activities in countermeasure strategy

Unique Identifier	Planned Activity Name
NHTSAM2HVE2006B	Municipalities Child Passenger Safety (CPS)
NHTSAM2HVE2007B	RI Hospital Child Passenger Safety in Rhode Island

Planned Activity: Municipalities Child Passenger Safety (CPS)

Planned activity number: NHTSAM2HVE2006B

Primary Countermeasure Strategy ID:

Planned Activity Description

This project provides funds for Rhode Island municipal police departments with qualified personnel (nationally certified CPSTs) to conduct CPS checks on an appointment basis. We expect that the car seat inspections will take place regularly throughout the Federal Fiscal Year timeline, declining during the winter. We have 34 municipalities participating in this project. Funding is included to enable the agency to send at least one CPST to the Rhode Island Safe Kids one-day CPST Update. The amounts allocated to each municipality were determined based on the problem identification, citation and detail history, ability to deploy details, and overall community targeted safety needs.

Intended Subrecipients

All Municipal Police Departments

Countermeasure strategies

Countermeasure Strategy
Child Restraint System Inspection Station(s)

Funding sources

Source Fiscal Year	Funding Source ID	Eligible Use of Funds	Estimated Funding Amount	Match Amount	Local Benefit
2020	FAST Act 405b OP Low	405b Low Community CPS Services (FAST)	\$100,000.00	\$25,000.00	

Planned Activity: RI Hospital Child Passenger Safety in Rhode Island

Planned activity number: NHTSAM2HVE2007B

Primary Countermeasure Strategy ID:

Planned Activity 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 are able to 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 FY20, Safe Kids RI is planning an evaluation of all the child passenger safety inspection stations in Rhode Island to ensure that each location is educating families with the most up to date information regarding Child Passenger safety and to ensure that child seat checks are being conducted properly and safely. With the support of the Office on Highway Safety at RIDOT, Safe Kids will ensure quality is the defining term for Child Passenger Safety in Rhode Island. Safe Kids RI is funded under NHTSAM2HVE, which supports high visibility enforcement of child passenger safety, and as the states go-to resource for Child Passenger Safety Training, Safe Kids supports this funding source well.

Intended Subrecipients

The Injury Prevention Center at Rhode Island Hospital

Countermeasure strategies

Countermeasure Strategy
Child Restraint System Inspection Station(s)

Funding sources

Source Fiscal Year	Funding Source ID	Eligible Use of Funds	Estimated Funding Amount	Match Amount	Local Benefit
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2020	FAST Act 405b OP Low	405b Low Community CPS Services (FAST)	\$114,500.00	\$28,625.00	
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Countermeasure Strategy: Communication Campaign

Program Area: Occupant Protection (Adult and Child Passenger Safety)

Project Safety Impacts

Communication and outreach campaigns can help promote increased proper use of restraints. Even with a high seat belt use rate, there are certain populations that have lower restraint use than others.

Linkage Between Program Area

There is still room for improvement in increasing seat belt use in pickup trucks as well as improving perceptions of a greater likelihood of being ticketed for failure to use a seat belt.

Rationale

Countermeasures That Work Chapter 2 shows communications and outreach strategies to reach low-belt-use groups and young persons.

Planned activities in countermeasure strategy

Unique Identifier	Planned Activity Name
NHTSA402OP2002	Genesis OP for Diverse Families
NHTSA402OP2003	Work Zone Orange Glove Safety Campaign
NHTSA402OP2007	VMS Message Boards
NHTSA402PM2001	Paid Media (OP)
NHTSA402PM2002	Creative Media (OP)
NHTSAM2HVE2004B	State Agencies (RISP) Rollover Simulator Demonstrations
NHTSAM2HVE2008B	Citizens Traffic Safety Academy
NHTSAM2PE2001B	Paid Media (CPS)

Planned Activity: Genesis OP for Diverse Families

Planned activity number: NHTSA402OP2002

Primary Countermeasure Strategy ID:

Planned Activity Description

The Genesis Center program, Occupant Protection for Safer Communities, will conduct outreach and education events within the Providence community with a multilingual staff on the proper use of seat belts and child restraints. They can reach a diverse and disadvantaged community of all age levels and will provide car seats to families that have shown the need. The program will look to increase seat belt and child restraint use by the community members, many of which are recent immigrants who are not aware of the laws. The program will also work with Law Enforcement to provide training and demonstrations to this community. The use of a pre- and post-survey will evaluate the effectiveness of the program

Intended Subrecipients

Genesis Center

Countermeasure strategies

Countermeasure Strategy
Communication Campaign

Funding sources

Source Fiscal Year	Funding Source ID	Eligible Use of Funds	Estimated Funding Amount	Match Amount	Local Benefit
2020	FAST Act NHTSA 402	Occupant Protection (FAST)	\$24,000.00	\$6,000.00	\$9,600.00

Planned Activity: Work Zone Orange Glove Safety Campaign

Planned activity number: NHTSA402OP2003

Primary Countermeasure Strategy ID: Sustained Enforcement

Planned Activity Description

One of RIDOT's experienced Work Zone safety staff was severely injured by an impaired driver this year. Although RIDOT supports and implements safety plans and training for all workers associated with road safety construction sites driving behavior continues to threaten all work zone safety staff. This program is twofold. One part is an educational module created with one of the state's unique charter schools, The New England Laborer's Construction Career Academy. The school has a 10 week work zone safety module which stresses dangerous driving behavior. The school has agreed to allow us to share our NHTSA safety knowledge with the students. We'll also be creating a Work Zone safety poster media competition. This program is intended to reach young students studying road construction as well as the general public. Although we have a move over law many people do not understand the law itself or its intention. This program will help increase the safety knowledge base. The created media earned and paid will help us with our educational efforts on a larger scale. venues to highlight the messages and spread the awareness of work zone safety responsibilities and efforts. Data that supports this effort;

Recent increase in the number of Rhode Island Traffic Crashes occurring within a work zone.

FFY17 588

FFY18 was 527

FFY19 900 (preliminary).

Intended Subrecipients

High school students and the general public

Countermeasure strategies

Countermeasure Strategy
Communication Campaign

Funding sources

Source Fiscal Year	Funding Source ID	Eligible Use of Funds	Estimated Funding Amount	Match Amount	Local Benefit
2020	FAST Act NHTSA 402	Occupant Protection (FAST)	\$50,000.00	\$12,500.00	\$20,000.00

Planned Activity: VMS Message Boards

Planned activity number: NHTSA402OP2007

Primary Countermeasure Strategy ID:

Planned Activity Description

Portable Variable Message Boards to display the “Drive Sober or Get Pulled Over” or other High Visibility of DUI laws messages for law enforcement agencies to be used as part of the two national “Drive Sober or Get Pulled Over” impaired driving crackdowns as well as for monthly sustained enforcement as part of the HVE program funded by OHS with NHTSA monies. 10 cities/towns will be chosen based on data and those who help coordinate the States’ DUI task force details. Agencies chosen to receive grant funding to purchase Portable Variable Message Boards shall enter into a Memorandum of Agreement with the Office on Highway Safety regarding the effectiveness of safety messages. Furthermore, this Memorandum of Understanding will cover the usage of these tools and will make the subrecipient explicitly aware that the usage of these signs is restricted to alcohol related safety messages; Speed enforcement safety messages; seatbelt safety messages; Distracted Driving safety messages; and Non-Motorized messaging. The Office on Highway Safety shall closely monitor the usage of these message boards for compliance. These VMS boards will be Buy America compliant and shall be proportionally funded, but will primarily be used for Alcohol Enforcement messaging 75% Alcohol; 25% Distracted; 25% Speed; 25% OP, and 25% Non-motorized.

Intended Subrecipients

TBD

Countermeasure strategies

Countermeasure Strategy
Communication Campaign

Funding sources

Source Fiscal Year	Funding Source ID	Eligible Use of Funds	Estimated Funding Amount	Match Amount	Local Benefit
2020	FAST Act NHTSA 402	Occupant Protection (FAST)	\$25,000.00	\$6,250.00	\$10,000.00

Planned Activity: Paid Media (OP)

Planned activity number: NHTSA402PM2001

Primary Countermeasure Strategy ID:

Planned Activity Description

OHS will develop and implement a statewide paid and earned media campaign for the CIOT campaigns scheduled for November 2019, March 2020, May 2020, and September 2020. The target audience will be 16- to 34-year old males. Media materials will be produced in both English and Spanish with the venues chosen based on market data for each audience. This task will meet the requirements within the Grant Funding Policy Part II E by ensuring that all television advertisements include closed captioning. In addition, this project will be evaluated based on the criteria set out in the Section 402 Advertising Space Guidance. Using a State of Rhode Island Master Price Agreement (MPA) vendor, As stipulated by the MPA contract, the selected vendor will conduct a comprehensive post-buy analysis, which will serve as the evaluation for this project.

Intended Subrecipients

State-Approved Media Vendor

Countermeasure strategies

Countermeasure Strategy
Communication Campaign

Funding sources

Source Fiscal Year	Funding Source ID	Eligible Use of Funds	Estimated Funding Amount	Match Amount	Local Benefit
2020	FAST Act NHTSA 402	Paid Advertising (FAST)	\$200,000.00	\$50,000.00	\$80,000.00

Planned Activity: Creative Media (OP)

Planned activity number: NHTSA402PM2002

Primary Countermeasure Strategy ID:

Planned Activity Description

OHS will contract with a State of RI approved media consultant to create and produce a major occupant restraint campaign. Our primary target market will be males 16-34 years old, with rural drivers as a secondary audience. Pickup truck drivers (majority located in rural sections of state) remain high in unbelted usage rates. Our consultant will target that area using media components which attract that population. We will use Texas DOT “Buckle Up in Your Truck” 2011 campaign as a starting point for our creative media campaign. Focus groups will be conducted to determine the best creative direction to reach these audiences.

Intended Subrecipients

State-Approved Media Vendor

Countermeasure strategies

Countermeasure Strategy
Communication Campaign

Funding sources

Source Fiscal Year	Funding Source ID	Eligible Use of Funds	Estimated Funding Amount	Match Amount	Local Benefit
2020	FAST Act NHTSA 402	Paid Advertising (FAST)	\$100,000.00	\$25,000.00	\$40,000.00

Planned Activity: State Agencies (RISP) Rollover Simulator Demonstrations

Planned activity number: NHTSAM2HVE2004B

Primary Countermeasure Strategy ID:

Planned Activity Description

OHS will work with RISP to promote and conduct Rollover Simulator demonstrations in as many locations as possible (with a warranted size audience). For each demonstration, two persons are required to operate the Simulator. Wherever possible, one RISP officer and an OHS Program Coordinator (one has been trained for these demonstrations) will attend the event. If a program Coordinator is not available, OHS will fund two RISP officers for the event. The projected number of demonstrations for FY 20 will be approximately 10 based on a four-year average.

2015 – 15

2016 – 12

2017 – 7

2018 – 7

This office has noticed a steady increase in OP safety day requests with the Rollover Simulator. The State Police has posted a Rollover Request form link to the Department web site for the general public to make requests directly without the need for telephone or personal contact. The Simulator and tow vehicle are utilized by the RISP for many functions to include; school career and safety fairs, college demonstrations, high school football games, Pawtucket Red Sox safety events, church safety events, touch-a-truck details, Construction Career Days, municipality safety days for local law enforcement and fire agencies, and numerous other events. As the Rollover Simulators' popularity increases, so do the requests for its presence. The RISP has trained and certified a large group of Troopers on mechanics, operation, and presentation for "Rollover Simulator" demonstrations.

These demonstrations present a graphic depiction, without the risk on human life, of the consequences of not properly wearing a safety belt while inside a motor vehicle. For each detail – two Troopers are assigned, No exceptions. The Planning and Research Unit requires one Rollover Check Sheet be completed for each detail by assigned Troopers. This check sheet includes mechanic/operative checks before, during, and after the event. These steps are clearly labeled to ensure proper care and maintenance of the simulator.

The RISP has received many phone calls, personal letters, and accolades from patrons who have coordinated a Rollover event. Evaluations of this nature from the general public, along with a steady increase in detail requests proves that the Rollover Simulator continues to grow in popularity and prove a valuable tool in the realm of highway safety education for each and every member of the community.

Intended Subrecipients

Rhode Island State Police

Countermeasure strategies

Countermeasure Strategy
Communication Campaign

Funding sources

Source Fiscal Year	Funding Source ID	Eligible Use of Funds	Estimated Funding Amount	Match Amount	Local Benefit
2020	FAST Act 405b OP Low	405b Low HVE (FAST)	\$8,000.00	\$2,000.00	

Planned Activity: Citizens Traffic Safety Academy

Planned activity number: NHTSAM2HVE2008B

Primary Countermeasure Strategy ID:

Planned Activity Description

OHS will fund the second year of the Citizens Traffic Safety Academy (CTSA). The program is scheduled to conduct the 3rd session in August 2019. A final evaluation report from an independent evaluator is forthcoming. The funding will be in four equal values of \$25,000.00 from each of these funding streams/projects NHTSAFHLE2006H (405H), NHTSAM2HVLE2008B (405b), NHTSAFESX2001E (405e), and NHTSAFDLDT2003(405D) for a total of \$100,000.00.

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 22 percent of the total fatalities in 2018. The safety belt use rate for Rhode Island, while steadily rising, has been well below the national rate over the last decade. The Rhode Island seat belt in 2018 was 88.8 percent, lower than the national rate of 89.6 percent. However, the increase in safety belt use also appears to be associated with the continued decline of unrestrained fatalities.

Additional analysis of 2014-2018 data show that most of unrestrained drivers in fatal crashes are white (72%) and 30% of occupants are under age 25.

The RI DOT Strategic Highway Safety Plan (SHSP, 2017-2022) set a performance target of reducing annual road fatalities and serious injuries by half by 2030. The intermediate performance measures identified in the SHSP look for an annual reduction of 3.2 percent in fatal and serious injury crashes. The State of Rhode Island continues to experience significant consequences related to risky driving behaviors that include but are not limited to impaired driving, speed, occupant protection, motorcycles, vulnerable road users and distracted driving.

Although alcohol-involved fatalities have been trending downward based on a rolling average, the percentage of RI's fatal alcohol-involved motor vehicle crashes for 2015 at 42%, are higher than the US average (at 29%) and those of New England States (at 34%). Speed related fatalities in 2015 accounted for 44 percent of crashes, compared to 33 percent in the region and 27 percent nationwide. Data had indicated a downward trend during 2011-2016 in motorcyclist fatalities. However, preliminary data for 2017 indicates an increase from 4 in 2016 to 11 and there are already 13 in 2018. The five-year average (2011-2015) for pedestrian fatalities is 11.

Preliminarily in 2016 there are 14 and 21 in 2017. For 2018 there are currently 4. In RI and Nationally, distraction is becoming an increasingly evident behavioral concern in crashes. There currently are limited resources available for collection of this data that heavily relies on law enforcement data collection in the crash report process. Nationally and Regionally distraction is reported to be involved in 10 percent of fatal crashes. Most however believe some form of distraction contributes to a higher percentage of fatal crashes but due to circumstances this data could not or cannot be obtained and or verified.

The Citizens Traffic Safety Academy is a program designed to provide a statewide educational and outreach strategy focused program on highway safety emphasis areas delivered through training, awareness and prevention classes. It will provide a comprehensive framework for reducing highway fatalities and serious injuries on all public roads. It is based on the highly successful Citizens Police Academy model which uses outreach and education to familiarize members of the public about law enforcement's role in community and to increase positive community engagement with law enforcement.

The Citizens Traffic Safety Academy is a comprehensive approach to all traffic safety emphasis areas that will support the statewide goals of the RI DOT Strategic Highway Safety Plan (2017-2022). By integrating the 4 Es' of highway safety—engineering, education, enforcement, and emergency medical services (EMS) the program will assist RI DOT in attaining the goal of the three percent annual reduction in the referenced intermediate performance targets. The program will also incorporate a fifth E by utilizing an independent evaluator to evaluate the program itself. The specific focus areas targeted by CTSA include:

- Alcohol and Drug Impaired Driving
- Speeding
- Seatbelt and Child Restraint
- Distracted and Drowsy Driving
- Motorcycles - other driver awareness
- Aging Road Users
- Young Drivers
- Work Zone Safety
- Law Enforcement Techniques
- Life Saving Casualty Care

The purpose of the Citizens Traffic Safety Academy is to create a cadre of traffic safety experts to foster better communication between citizens and highway safety experts through education and awareness. The Target Audience for CTSA is adults of the general public to include State and Community Leaders. The Citizens Traffic Safety Academy will provide information and training to the citizens who participate, so they may make safe and informed judgments while driving, walking or biking.

The Rhode Island Department of Transportation's Office on Highway Safety in conjunction with Spartan International Consulting Group is creating a partnership with the community to provide quality education in the traffic safety emphasis areas to help in the protection of life and property and to improve the public's awareness to the dangers facing all roadway users.

The CTSA class will meet one day per week for three hours for a period of eight weeks. The classes have been currently held at the New England Institute of Technology. It is planned to partner with other State, Colleges and community groups to continue the program at various locations throughout the State to increase the reach of

participants. There is a minimum of 20 participants per class and there are 4 planned sessions in this FFY. The program is looking to expand by being provided to all state employees within DOT and other Departments as part of the States incentive program for education and training. This class will have approximately 30-35 participants.

The program will use classroom instruction paired with demonstrations and participation blocks to raise awareness and change behaviors while focusing on the emphasis areas of the SHSP. The program will be able to target specific target audience agendas based on the community in which the program is presented. Education is the driving force behind this program with increased community relations with law enforcement, traffic safety partners and stakeholders. The use of a pre- and post-survey will show the effectiveness of the education and awareness program efforts to show if a greater level of understanding and awareness was achieved.

Intended Subrecipients

Spartan International Consulting Group

Countermeasure strategies

Countermeasure Strategy
Communication Campaign

Funding sources

Source Fiscal Year	Funding Source ID	Eligible Use of Funds	Estimated Funding Amount	Match Amount	Local Benefit
2020	FAST Act 405b OP Low	405b OP Low (FAST)	\$25,000.00	\$6,250.00	

Planned Activity: Paid Media (CPS)

Planned activity number: NHTSAM2PE2001B

Primary Countermeasure Strategy ID:

Planned Activity Description

OHS will inform the public via paid media of all the steps of child restraints, including infant seats, convertible seats, forward facing seats, booster seats, and safety belts. The media buy is expected to cover on-line/web/Internet and “out of home” (billboard/bus) with the target market of parents and caregivers, with emphasis on women between 18 and 40. The media buy will coincide with National Child Passenger Safety Week. This task will meet the requirements within the Grant Funding Policy Part II E by ensuring that all television advertisements include closed captioning. In addition, this project will be evaluated based on the criteria set out in the Section 402 Advertising Space Guidance. As stipulated by the MPA contract, the selected vendor will conduct a comprehensive post-buy analysis, which will serve as the evaluation for this project.

Intended Subrecipients

State-Approved Media Vendor

Countermeasure strategies

Countermeasure Strategy
Communication Campaign

Funding sources

Source Fiscal Year	Funding Source ID	Eligible Use of Funds	Estimated Funding Amount	Match Amount	Local Benefit
2020	FAST Act 405b OP Low	405b Low Public Education (FAST)	\$50,000.00	\$12,500.00	

Countermeasure Strategy: OP RIOHS Office

Program Area: Occupant Protection (Adult and Child Passenger Safety)

Project Safety Impacts

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Linkage Between Program Area

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Rationale

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Planned activities in countermeasure strategy

Unique Identifier	Planned Activity Name
NHTSA402OP2001	Salaries (OP)
NHTSA402OP2004	CIOT DMV Intercept Survey
NHTSA402OP2005	CIOT Observational Surveys
NHTSA402OP2008	Occupant Protection Assessment
NHTSA402PA2000	Audit Fees
NHTSAM2HVE2002B	State Agencies (RIMPA) Law Enforcement Highway Safety Training Coordinator (LEHSTC)
NHTSAM2X2000B	Audit Fees

Planned Activity: Salaries (OP)

Planned activity number: NHTSA402OP2001

Primary Countermeasure Strategy ID:

Planned Activity Description

Fees charged to NHTSA accounts for all Program Coordinators, as well as, interns/co-op students, and any additional staff secured.

Intended Subrecipients

Rhode Island Department of Transportation. - Office on Highway Safety

Countermeasure strategies

Countermeasure Strategy
OP RIOHS Office

Funding sources

Source Fiscal Year	Funding Source ID	Eligible Use of Funds	Estimated Funding Amount	Match Amount	Local Benefit
2020	FAST Act NHTSA 402	Occupant Protection (FAST)	\$280,500.00	\$70,125.00	\$0.00

Planned Activity: CIOT DMV Intercept Survey

Planned activity number: NHTSA402OP2004

Primary Countermeasure Strategy ID:

Planned Activity 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 national mobilization of May 19, 2020 to June 1, 2020. Survey locations will be at DMV offices in Cranston, Woonsocket, and Middletown. The survey will be revised to better understand the demographics of those individuals that do not recognize the CIOT slogan. This will allow OHS to better target media and campaign efforts in terms of communication medium, target audience, and funding required.

Intended Subrecipients

Preusser Research Group, Inc.

Countermeasure strategies

Countermeasure Strategy
OP RIOHS Office

Funding sources

Source Fiscal Year	Funding Source ID	Eligible Use of Funds	Estimated Funding Amount	Match Amount	Local Benefit
2020	FAST Act NHTSA 402	Occupant Protection (FAST)	\$15,000.00	\$3,750.00	\$6,000.00

Planned Activity: CIOT Observational Surveys

Planned activity number: NHTSA402OP2005

Primary Countermeasure Strategy ID:

Planned Activity Description

OHS will conduct the annual “Mini-Pre” paid and earned media and enforcement observational safety belt use survey in May and the mandatory full observational safety belt survey following the enforcement period in June, according to NHTSA regulations, to determine Rhode Island’s official seat belt use rate for calendar year

2020.

Intended Subrecipients

Preusser Research Group, Inc.

Countermeasure strategies

Countermeasure Strategy
OP RIOHS Office

Funding sources

Source Fiscal Year	Funding Source ID	Eligible Use of Funds	Estimated Funding Amount	Match Amount	Local Benefit
2020	FAST Act NHTSA 402	Occupant Protection (FAST)	\$76,000.00	\$19,000.00	\$30,400.00

Planned Activity: Occupant Protection Assessment

Planned activity number: NHTSA402OP2008

Primary Countermeasure Strategy ID:

Planned Activity Description

RIDOT requested NHTSA to conduct an Occupant Protection Assessment project. Funding will encompass all expenses and tasks associated with the assessment's scope of work.

Intended Subrecipients

TBD

Countermeasure strategies

Countermeasure Strategy
Highway Safety Office Program Management
OP RIOHS Office

Funding sources

Source Fiscal Year	Funding Source ID	Eligible Use of Funds	Estimated Funding Amount	Match Amount	Local Benefit
2020	402 - Traffic Safety	402 FAST Act OP Program Management	\$40,000.00	\$10,000.00	\$16,000.00

Planned Activity: Audit Fees

Planned activity number: NHTSA402PA2000

Primary Countermeasure Strategy ID: Highway Safety Office Program Management

Planned Activity Description

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

Intended Subrecipients

Rhode Island Department of Transportation.

Countermeasure strategies

Countermeasure Strategy
OP RIOHS Office

Funding sources

Source Fiscal Year	Funding Source ID	Eligible Use of Funds	Estimated Funding Amount	Match Amount	Local Benefit
2020	FAST Act NHTSA 402	Planning and Administration (FAST)	\$25,000.00	\$6,250.00	\$0.00

Planned Activity: State Agencies (RIMPA) Law Enforcement Highway Safety Training Coordinator (LEHSTC)

Planned activity number: NHTSAM2HVE2002B

Primary Countermeasure Strategy ID:

Planned Activity 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, 2018 through September 30, 2019 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 through Rhode Island through training and other duties as determine by the OHS. The LEHSTC will accomplish these duties and responsibilities through day to day contact with all Grant Managers in the municipalities as well as act as the highway safety contact with the Rhode Island Chiefs of Police and other highway safety advocates in Rhode Island

Intended Subrecipients

RI Municipal Police Academy

Countermeasure strategies

Countermeasure Strategy
OP RIOHS Office

Funding sources

Source Fiscal Year	Funding Source ID	Eligible Use of Funds	Estimated Funding Amount	Match Amount	Local Benefit
2020	FAST Act 405b OP Low	405b Low HVE (FAST)	\$51,827.00	\$12,956.75	

Planned Activity: Audit Fees

Planned activity number: NHTSAM2X2000B

Primary Countermeasure Strategy ID: Highway Safety Office Program Management

Planned Activity Description

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

Intended Subrecipients

Rhode Island Department of Transportation.

Countermeasure strategies

Countermeasure Strategy
OP RIOHS Office

Funding sources

Source Fiscal Year	Funding Source ID	Eligible Use of Funds	Estimated Funding Amount	Match Amount	Local Benefit
2020	FAST Act 405b OP Low	405b OP Low (FAST)	\$2,000.00	\$500.00	

Program Area: Planning & Administration

Description of Highway Safety Problems

The OHS serves as the primary agency responsible for insuring that highway safety concerns for the State of Rhode Island are identified and addressed through the development, implementation, and support of appropriate countermeasures.

Strategic Partners

OHS will continue to work with the State traffic safety stakeholders, including state and local law enforcement agencies and all grant recipients.

Performance Targets

Goal. Administer a fiscally responsible, effective highway safety program that is data-driven, includes stakeholders, and addresses State specific safety characteristics.

Justification. The HSP is developed using a data-driven process to identify areas of concerns and engages partners across the state who champion the various programs and activities in the Plan. This approach promotes accountability and helps identify measures of effectiveness for the adopted programs and activities.

List of Countermeasures (Strategies)

Administer the statewide traffic safety program:

Implement the FFY 2020 HSP.

Develop projects to support the current programs goals.

Provide sound fiscal management on all the traffic safety programs.

Coordinate state plans with other Federal, state, and local agencies.

Assess program and projects outcomes.

Share this vital information and relevant data with the public.

Provide data required for Federal and state reports.

Provide program staff, professional development, travel funds, space, equipment, materials, and fiscal support for all programs.

Provide data and information to policy and decision-makers on the benefits of various traffic safety laws.

Identify and prioritize highway safety problems for future OHS attention, programming, and activities.

Implement program management, oversight, and monitoring for activities within this priority area.

Associated Performance Measures

Planned Activities

Planned Activities in Program Area

Unique Identifier	Planned Activity Name	Primary Countermeasure Strategy ID
NHTSA402PA2000	Audit Fees	Highway Safety Office Program Management
NHTSA402PA2001	Memberships and Dues	Highway Safety Office Program Management
NHTSA402PA2002	Office Equipment	Highway Safety Office Program Management
NHTSA402PA2003	Office Supplies	Highway Safety Office Program Management
NHTSA402PA2006	Photography and Video	Highway Safety Office Program Management
NHTSA402PA2004	Preparation of Highway Safety Performance Plan and Annual Program Evaluation Report (VHB)	Highway Safety Office Program Management
NHTSA402PA2005	Travel and Training	
NHTSA164PA2000	Audit Fees	Highway Safety Office Program Management
NHTSA164PA2001	Travel/Training	

Planned Activity: Audit Fees

Planned activity number: NHTSA402PA2000

Primary Countermeasure Strategy ID: Highway Safety Office Program Management

Planned Activity Description

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

Intended Subrecipients

Rhode Island Department of Transportation.

Countermeasure strategies

Countermeasure Strategy
OP RIOHS Office

Funding sources

Source Fiscal Year	Funding Source ID	Eligible Use of Funds	Estimated Funding Amount	Match Amount	Local Benefit
2020	FAST Act NHTSA 402	Planning and Administration (FAST)	\$25,000.00	\$6,250.00	\$0.00

Planned Activity: Memberships and Dues

Planned activity number: NHTSA402PA2001

Primary Countermeasure Strategy ID: Highway Safety Office Program Management

Planned Activity Description

This project will allow OHS cover the payment of the GHSA Membership as well as other dues to professional organizations related to our highway safety programs, like National Association of State Motorcycle Safety Administrators dues, Child Passenger Safety Technicians Licenses.

Intended Subrecipients

Rhode Island Department of Transportation.

Countermeasure strategies

Funding sources

Source Fiscal Year	Funding Source ID	Eligible Use of Funds	Estimated Funding Amount	Match Amount	Local Benefit
2020	FAST Act NHTSA 402	Paid Advertising (FAST)	\$25,000.00	\$6,250.00	\$0.00

Planned Activity: Office Equipment

Planned activity number: NHTSA402PA2002

Primary Countermeasure Strategy ID: Highway Safety Office Program Management

Planned Activity Description

This project will fund OHS office copier/fax machine lease and maintenance.

Intended Subrecipients

Rhode Island Department of Transportation.

Countermeasure strategies

Funding sources

Source Fiscal Year	Funding Source ID	Eligible Use of Funds	Estimated Funding Amount	Match Amount	Local Benefit
2020	FAST Act NHTSA 402	Planning and Administration (FAST)	\$100,000.00	\$25,000.00	\$0.00

Planned Activity: Office Supplies

Planned activity number: NHTSA402PA2003

Primary Countermeasure Strategy ID: Highway Safety Office Program Management

Planned Activity Description

This project will allow OHS the purchase of office supplies and equipment necessary to support programming of all NHTSA projects, including phone, postage, computer equipment, and miscellaneous.

Intended Subrecipients

Rhode Island Department of Transportation.

Countermeasure strategies

Funding sources

Source Fiscal Year	Funding Source ID	Eligible Use of Funds	Estimated Funding Amount	Match Amount	Local Benefit
2020	FAST Act NHTSA 402	Planning and Administration (FAST)	\$50,000.00	\$12,500.00	\$0.00

Planned Activity: Photography and Video

Planned activity number: NHTSA402PA2006

Primary Countermeasure Strategy ID: Highway Safety Office Program Management

Planned Activity Description

OHS requires the capacity to document events and presentations to support our year-end report and yearly HSP. We will contract with an approved videographer and/or photographer via our approved master's agreement in advance of events for this documentation.

Intended Subrecipients

Approved MPA vendor.

Countermeasure strategies

Funding sources

Source Fiscal Year	Funding Source ID	Eligible Use of Funds	Estimated Funding Amount	Match Amount	Local Benefit
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2020	FAST Act NHTSA 402	Planning and Administratio n (FAST)	\$25,000.00	\$6,250.00	\$0.00
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Planned Activity: Preparation of Highway Safety Performance Plan and Annual Program Evaluation Report (VHB)

Planned activity number: NHTSA402PA2004

Primary Countermeasure Strategy ID: Highway Safety Office Program Management

Planned Activity Description

OHS will contract for the development and production of the HSP and the AR required by NHTSA.

Intended Subrecipients

Rhode Island Department of Transportation.

Countermeasure strategies

Funding sources

Source Fiscal Year	Funding Source ID	Eligible Use of Funds	Estimated Funding Amount	Match Amount	Local Benefit
2020	FAST Act NHTSA 402	Planning and Administratio n (FAST)	\$75,000.00	\$18,750.00	\$0.00

Planned Activity: Travel and Training

Planned activity number: NHTSA402PA2005

Primary Countermeasure Strategy ID:

Planned Activity Description

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

Intended Subrecipients

Rhode Island Department of Transportation.

Countermeasure strategies

Funding sources

Source Fiscal Year	Funding Source ID	Eligible Use of Funds	Estimated Funding Amount	Match Amount	Local Benefit
2020	FAST Act NHTSA 402	Planning and Administratio n (FAST)	\$50,000.00	\$12,500.00	\$0.00

Planned Activity: Audit Fees

Planned activity number: NHTSA164PA2000

Primary Countermeasure Strategy ID: Highway Safety Office Program Management

Planned Activity Description

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

Intended Subrecipients

Rhode Island Department of Transportation.

Countermeasure strategies

Countermeasure Strategy
Highway Safety Office Program Management

Funding sources

Source Fiscal Year	Funding Source ID	Eligible Use of Funds	Estimated Funding Amount	Match Amount	Local Benefit
2020	164 Transfer Funds-PA	164 Planning and Administration	\$22,000.00		\$0.00

Planned Activity: Travel/Training

Planned activity number: NHTSA164PA2001

Primary Countermeasure Strategy ID:

Planned Activity Description

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

Intended Subrecipients

Rhode Island Department of Transportation.

Countermeasure strategies

Countermeasure Strategy
Highway Safety Office Program Management

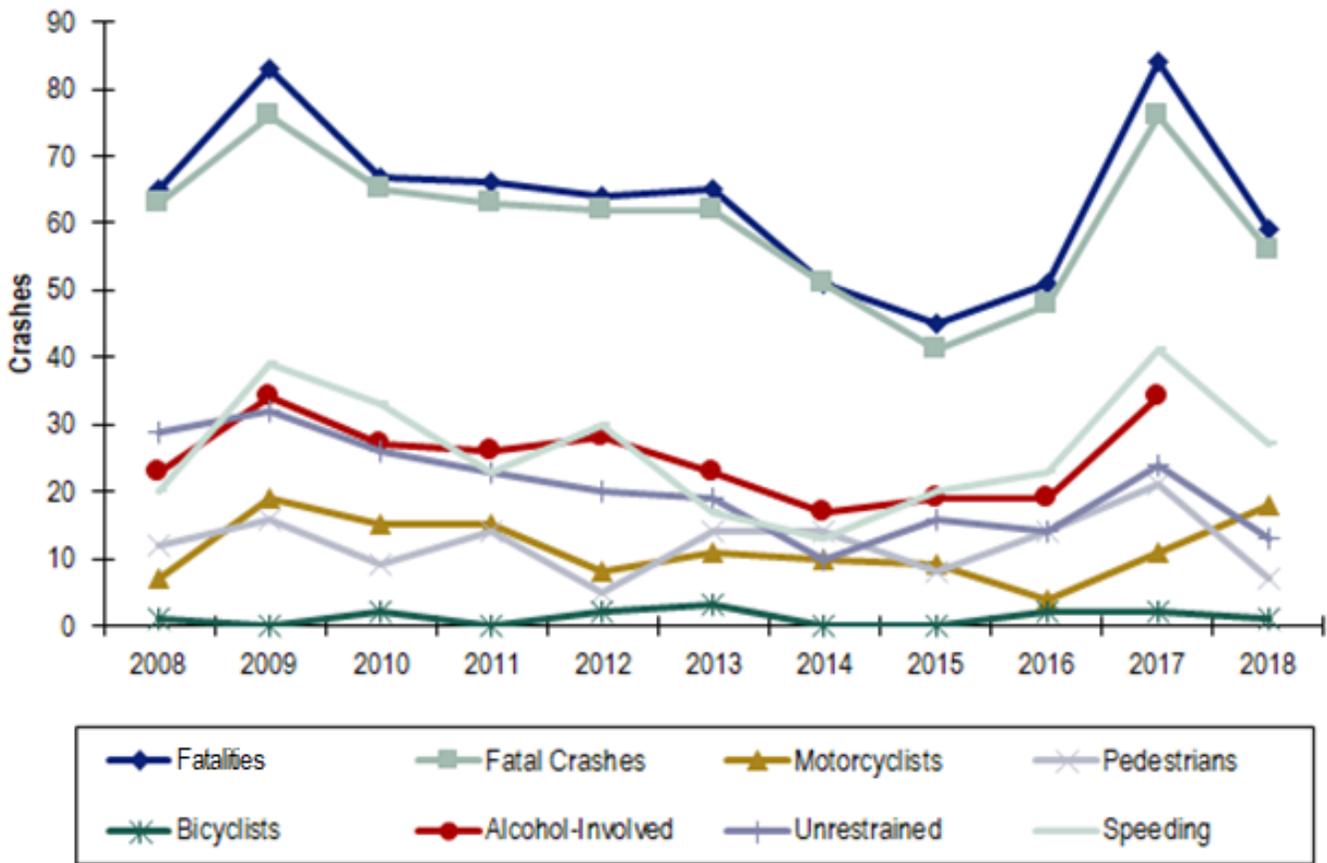
Funding sources

Source Fiscal Year	Funding Source ID	Eligible Use of Funds	Estimated Funding Amount	Match Amount	Local Benefit
2020	164 Transfer Funds-PA	164 Planning and Administration	\$20,000.00		\$0.00

Program Area: Police Traffic Services

Description of Highway Safety Problems

Speeding, alcohol-involved, and unrestrained fatalities represent the largest proportions of fatalities in Rhode Island at 42, 31, and 27 percent respectively over the period 2014-2018. These crashes are not mutually exclusive; a vehicle occupant may exhibit all three behaviors in the crash.



Based on the detailed descriptions of contributing factors to these three types of crashes as described in their respective program areas, law enforcement programs can be designed to address these factors. . It is well established that the key to effective and successful enforcement programs is rooted in available data, that is based on analyzing available state and local data. By utilizing accurate data, agencies with the help from the Office on Highway Safety will result in the most cost-effective means to reduce incidents of crashes, which result in injury or extensive property damage.

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

Associated Performance Measures

Fiscal Year	Performance measure name	Target End Year	Target Period	Target Value
2020	C-2) Number of serious injuries in traffic crashes (State crash data files)	2020	5 Year	348.00
2020	C-6) Number of speeding-related fatalities (FARS)	2020	5 Year	24.00

Countermeasure Strategies in Program Area

Countermeasure Strategy
Short-term, High Visibility Law Enforcement

Countermeasure Strategy: Short-term, High Visibility Law Enforcement

Program Area: Police Traffic Services

Project Safety Impacts

The use of nationally-recognized high visibility enforcement programs can make a significant reduction in the number of fatalities and crashes on State roadways.

Linkage Between Program Area

Law enforcement agencies can target their enforcement patrols in areas overrepresented in impaired driving, speeding, distracted, and/or unbelted crashes and fatalities. National research shows that highly visible saturation patrols are effective in arresting drivers who violate traffic laws. Such effective programs can help to reduce the proportion of crashes in the State that involved traffic violations.

Rationale

High visibility saturation patrols are a proven countermeasure, with a four-star rating in Countermeasures That Work.

Planned activities in countermeasure strategy

Unique Identifier	Planned Activity Name
NHTSAM2HVE2001B	State Agencies (URI) Seat Belt Law Enforcement Patrols & Training
NHTSAM2HVE2003B	Municipalities Seat Belt Law Enforcement Patrols & Training
NHTSAFDLSP2001D	Municipalities Impaired Driving Law Enforcement Patrols & Training
NHTSA402DD2003	Municipalities Distracted Driving Enforcement & Training
NHTSA164AL2002	State Agencies (RISP) RI Impaired Driving Enforcement & Training
NHTSA164AL2009	State Agencies (URI) Alcohol Enforcement & Training
NHTSA402PT2004	Municipalities Speed Enforcement/Equipment
NHTSA402DD2010	Reconstruction Equipment Drone for RISP
NHTSA164AL2018	Reconstruction Equipment Drone for RISP
NHTSA402PT2011	Reconstruction Equipment Drone for RISP
NHTSA402OP2010	Reconstruction Equipment Drone for RISP
NHTSA402DD2009	Reconstruction Equipment Drone for Warwick PD
NHTSA164AL2017	Reconstruction Equipment Drone for Warwick PD
NHTSA402PT2010	Reconstruction Equipment Drone for Warwick PD

NHTSA402OP2009	Reconstruction Equipment Drone for Warwick PD
NHTSA402DD2004	State Agencies (RISP) Distracted Driving
NHTSA402DD2002	State Agencies (RISP) Crash Reconstruction Equipment
NHTSA164AL2012	State Agencies (RISP) Crash Reconstruction Equipment
NHTSA402PT2005	State Agencies (RISP) Crash Reconstruction Equipment
NHTSA402OP2006	State Agencies (RISP) Crash Reconstruction Equipment
NHTSAM2HVE2005B	State Agencies (RISP) Seat Belt Law Enforcement Patrols & Training
NHTSAFDLDAT2005	State Agencies (RISP) RI Impaired Driving & Training
NHTSA164AL2015	State Agencies (RISP) RI Impaired Driving
NHTSA402DD2005	State Agencies (URI) DD Enforcement & Training
NHTSA402PT2006	State Agencies (URI) Speed Enforcement & Training
NHTSA402PT2002	State Agencies (RISP) Speed Enforcement/Equipment & Training
NHTSA402PT2014	DUI Patrol Vehicles

Planned Activity: State Agencies (URI) Seat Belt Law Enforcement Patrols & Training

Planned activity number: NHTSAM2HVE2001B

Primary Countermeasure Strategy ID:

Planned Activity Description

OHS will fund implementation of the CIOT overtime enforcement patrols by the URI Police Department. Patrols will be conducted during both daytime and nighttime hours, including mandatory participation for the national mobilization, May 20 to June 2, 2019 and three state mobilizations (Thanksgiving holiday travel, November 19 to 25 2018; March 21 to 29, 2019; and September 16 to 22, 2019).

Intended Subrecipients

University of Rhode Island

Countermeasure strategies

Countermeasure Strategy
Short-term, High Visibility Law Enforcement

Funding sources

Source Fiscal Year	Funding Source ID	Eligible Use of Funds	Estimated Funding Amount	Match Amount	Local Benefit

2020	FAST Act 405b OP Low	405b Low HVE (FAST)	\$1,000.00	\$250.00	
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Planned Activity: Municipalities Seat Belt Law Enforcement Patrols & Training

Planned activity number: NHTSAM2HVE2003B

Primary Countermeasure Strategy ID:

Planned Activity Description

OHS will fund implementation of the CIOT overtime enforcement patrols by all Rhode Island municipal law enforcement agencies. Patrols will be conducted during both daytime and nighttime hours, including mandatory participation for the national mobilization, May 20 to June 2019 and three state mobilizations (Thanksgiving holiday travel, November 19 to 25 2018; March 21 to 29, 2019 and September 16 to 22, 2019.) The amounts allocated to each municipality were determined based on problem identification, citation and detail history, ability to deploy details, and overall community targeted safety needs.

Intended Subrecipients

All Municipal Police Departments

Countermeasure strategies

Countermeasure Strategy
Short-term, High Visibility Law Enforcement

Funding sources

Source Fiscal Year	Funding Source ID	Eligible Use of Funds	Estimated Funding Amount	Match Amount	Local Benefit
2020	FAST Act 405b OP Low	405b Low HVE (FAST)	\$175,000.00	\$43,750.00	

Planned Activity: Municipalities Impaired Driving Law Enforcement Patrols & Training

Planned activity number: NHTSAFDLSP2001D

Primary Countermeasure Strategy ID:

Planned Activity Description

Implementation of Drive Sober or Get Pulled Over (DSoGPO)

overtime enforcement patrols by various municipalities. Each law enforcement agency is funded to participate in the two DSoGPO annual mobilizations scheduled for December 18, 2018 to January 3, 2019 and August 16 to September 3, 2019, as well as monthly sustained enforcement. Patrols are conducted on Thursday, Friday, and Saturday evenings.

Participating officers must be fully trained in the use of SFST or DRE detection techniques. Includes funding for overtime for Drug Recognition Experts to perform evaluations of drivers suspected to be under the influence of drugs other than alcohol on an as-needed basis by various local police departments. The amounts allocated to each municipality were determined based on the problem need, historical liquidation rates, and amount requested by the enforcement agency. 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.

Intended Subrecipients

All Municipal Police Departments

Countermeasure strategies

Countermeasure Strategy
Short-term, High Visibility Law Enforcement

Funding sources

Source Fiscal Year	Funding Source ID	Eligible Use of Funds	Estimated Funding Amount	Match Amount	Local Benefit
2020	FAST Act 405d Impaired Driving Low	405d Low Speed Enforcement	\$300,000.00	\$75,000.00	

Planned Activity: Municipalities Distracted Driving Enforcement & Training

Planned activity number: NHTSA402DD2003

Primary Countermeasure Strategy ID:

Planned Activity Description

OHS will fund implementation of a Distracted Driving enforcement effort by local city/town police departments. OHS is expecting participation from potentially 38 communities. Patrols are conducted 24 hours and there is mandatory participation in one annual enforcement period during April 2019. The amounts allocated to each municipality were determined based on the problem need, historical liquidation rates, and amount requested by the enforcement agency. Prior to the start of these enforcement campaigns, departments will attend training.

Intended Subrecipients

All municipal police departments.

Countermeasure strategies

Countermeasure Strategy
Short-term, High Visibility Law Enforcement

Funding sources

Source Fiscal Year	Funding Source ID	Eligible Use of Funds	Estimated Funding Amount	Match Amount	Local Benefit
2020	FAST Act NHTSA 402	Distracted Driving (FAST)	\$150,000.00	\$37,500.00	\$60,000.00

Planned Activity: State Agencies (RISP) RI Impaired Driving Enforcement & Training

Planned activity number: NHTSA164AL2002

Primary Countermeasure Strategy ID:

Planned Activity Description

The RISP with the guidance of leaders and partners from Rhode Island’s Traffic Safety Coalition will be responsible for organizing monthly meetings, trainings for committee members on various impaired driving goals and initiatives, coordinating community outreach efforts, tracking supported policy changes, assisting each subcommittee created within the IDPA and their activities, increasing the capacity, outreach and identity of the impaired driving emphasis team, as well as other responsibilities outlined in a scope of work to be developed and approved by the OHS, and the State Police. Funds will be set aside for a coordinator, impaired driving trainings for law enforcement and other individuals associated with the scope of work listed within the Strategic Plan..

Intended Subrecipients

Rhode Island State Police

Countermeasure strategies

Countermeasure Strategy
Short-term, High Visibility Law Enforcement

Funding sources

Source Fiscal Year	Funding Source ID	Eligible Use of Funds	Estimated Funding Amount	Match Amount	Local Benefit
2020	164 Transfer Funds-AL	164 Alcohol	\$55,000.00		\$22,000.00

Planned Activity: State Agencies (URI) Alcohol Enforcement & Training

Planned activity number: NHTSA164AL2009

Primary Countermeasure Strategy ID:

Planned Activity Description

OHS will fund implementation of the “DSOGPO” impaired driving enforcement patrols by the University of Rhode Island Police. Patrols are conducted during 24 hours and there is mandatory participation in one annual enforcement period, during the third week of August. The project will fund 160 enforcement hours.

Intended Subrecipients

University of Rhode Island

Countermeasure strategies

Countermeasure Strategy
Short-term, High Visibility Law Enforcement

Funding sources

Source Fiscal Year	Funding Source ID	Eligible Use of Funds	Estimated Funding Amount	Match Amount	Local Benefit
2020	164 Transfer Funds-AL	164 Alcohol	\$3,000.00		\$1,200.00

Planned Activity: Municipalities Speed Enforcement/Equipment

Planned activity number: NHTSA402PT2004

Primary Countermeasure Strategy ID:

Planned Activity Description

OHS will fund overtime speed enforcement patrols by local city and town police departments for the National “Obey the Sign or Pay the Fine” campaign and sustained enforcement efforts throughout the grant year. In Rhode Island, a fatality is defined as speed-related if one of the driver-related factors includes driving over the speed limit, excessive speed, driving too fast for conditions, or racing. A speed-related serious injury crash is defined as occurring when a citation is issued to a driver involved in the crash for exceeding the lawful speed limit.

Speed was a likely factor in over 45% of fatalities in 2017 and 2018, which is dramatically higher than the 38% of all fatalities over the prior five-year period (2012-2016). 2017 saw a dramatic jump to 41 fatalities, compared to 23 in 2016. Most drivers in speed-related fatal crashes are between age 16 and 34 (63%), and 82 percent are white. The cities of Providence and Cranston have the highest numbers of speeding crashes in the most recent five years with 17 and 9 respectively.

Rhode Island speeding crashes occur on roads with lower speed limits compared to other States. From 2011 to 2015, 47 percent of speeding-related fatalities occurred on roads with a speed limit of 30 mph or below. This percentage was higher than the region percentage (32 percent), and both were higher than the nationwide percentage of 14 percent. Ninety percent of the speeding-related fatalities in the State occurred on roads with a speed limit of 50 mph or less. This percentage was higher than the region (77 percent) and the nation (54 percent).

Enforcement efforts have improved annually, and Rhode Island increased the number of citations issued to 9,836 in 2018. Part of the multifaceted approach to this issue is paid media. OHS also has increased its’ level of paid media buys during August one of the highest months for speed-related fatalities, to support the annual speed enforcement campaign in Rhode Island during that period. Fatal crashes will continue to be monitored and campaigns adjusted accordingly.

OHS is expecting participation from potentially 38 communities. Patrols are conducted day and night and participation is required with funding allocation. The amounts allocated to each municipality are determined based on problem identification, citation and detail history, ability to deploy details, and overall community

targeted safety needs. OHS will fund Speed enforcement related equipment for municipal departments in support of sustained enforcement efforts.

Intended Subrecipients

All municipal police departments.

Countermeasure strategies

Countermeasure Strategy
Short-term, High Visibility Law Enforcement

Funding sources

Source Fiscal Year	Funding Source ID	Eligible Use of Funds	Estimated Funding Amount	Match Amount	Local Benefit
2020	FAST Act NHTSA 402	Police Traffic Services (FAST)	\$325,000.00	\$81,250.00	\$130,000.00

Planned Activity: Reconstruction Equipment Drone for RISP

Planned activity number: NHTSA402DD2010

Primary Countermeasure Strategy ID: High Visibility Cellphone/Text Messaging Enforcement

Planned Activity Description

OHS will fund the Rhode Island State Police (RISP) Crash Reconstruction Unit for a drone and crash data recorder (CDR) equipment including training to have the most comprehensive set of tools for reconstruction and crash scene clearance. The funding will be in four equal values of \$6,250.00 from each of these funding streams/projects NHTSAA402DD2010, NHTSA164AL2018, NHTSA402PT2011, and NHTSA402OP2010 for a total of \$25,000.00. Since fatal and serious motor vehicle crashes often result in road closures, detours and long traffic delays, the RISP will now be able to re-open the road in a more expeditious manner, while obtaining more accurate measurements.

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.

Due to public demand there has been significant pressure to strictly enforce the State’s cell phone law for those who are 18 and younger. There also has been increasing encouragement for policy-makers to create a hands-free statute for all drivers. This resulted in the passage of a hands-free law that took effect on June 1, 2018.

The table below suggests that Rhode Island distraction-affected crashes have fluctuated, with data gaps and the challenges of identifying distracted driving that continue to limit accurate reporting. Close data gaps within the Traffic Records program area can help improve reporting and countermeasure identification for distraction-affected crashes.

Distracted-driving-affected Crashes (2012-2016)

Location	2012		2013		2014		2015		2016	
	Crashes	Percent								
Rhode Island	3	5%	6	9%	0	0%	1	2%	3	6%
Region	94	9%	92	10%	56	7%	108	10%	61	6%
Nation	3,098	10%	2,923	10%	2,972	10%	3,242	10%	3,157	9%

Source: FARS (2018).

The Rhode Island State Police Crash Reconstruction Unit currently uses the Bosch Crash Data Retrieval System. Due to advancing technologies including autonomous and driver assisted vehicles, a new CAN module interface is needed along with the updated cables and software. To increase scene clearance, they are also looking to purchase a Vericom VC4000DAQ for scene friction measurements, scene markers for evidence points and crash recon mathematical software for mobile use. Since fatal and serious motor vehicle crashes often result in road closures, detours and long traffic delays, the State Police will now be able to re-open the road in a more expeditious manner, while obtaining more accurate measurements. The State Police also assist municipal departments with this equipment and investigations of these crashes. The data obtained from a more in-depth investigation is extremely valuable in assisting Law Enforcement and the DOT in determining the factors and causes of these crashes. Once the factors and causes of these types of crashes have been identified, an analysis can be done to determine how these crashes could have been prevented.

The RISPC Reconstruction Unit has had accident reconstruction certified officers on staff for decades. In the early times of crash reconstruction measurements were taken utilizing tape measures, chalk, and roller wheels to document the position of the vehicles and the path of travel leading to the crash. In some cases, this would take several hours on measuring, recording and photographing to complete.

Across the country public safety agencies have started to turn their attention to unmanned aerial vehicles (UAV) "Drones" as an alternative to tape and laser measurements. In a 2018 New York Times article on police use of drones for accident reconstruction, the paper estimated that there are over 900 drones in use by police departments for this purpose.

Departments have found that they can setup and fly a UAV over the crash scene, take hundreds of detailed photos of the crash and the overall scene in under an hour. These photos can then be downloaded in computer aided drawing programs to create a highly detailed image of the crash scene. This image can be used to obtain measurements and other pertinent information.

As a leader in the state of Rhode Island in traffic safety and traffic crash investigations, the RISPC Reconstruction Unit is seeking to purchase a UAV for the purpose of investigating serious crashes with the most state of the art technology available. The leader of UAV sales in New England is located in the City of Warwick and has worked with our unit to select the most state of the art UAV on the market and has agreed to train all traffic unit officers in the setup, care, and operation of the UAV so that all officers are proficient in its use and of the aeronautical laws that pertain to its operation. This training would be provided free of charge with the purchase of a UAV from them. Also included would be assistance in obtaining a Certificate of Authorization from the FAA to allow the use of the UAV for public safety emergencies. Future training would

include training select officers as UAV pilots as dictated in the FAA Part 107 rules. The department currently has three licensed manned aircraft pilots on staff.

Pure speed of data collection is not the only benefit of utilizing a UAV for accident reconstruction. The speed of data collection translates into the ability to open a road faster which reduces the dangerous traffic backup and the inherent risks of secondary crashes. It also is a major benefit to responder safety. Officers will spend less time exposed to traffic that is flowing around the scene, which even if properly detoured, can cause motorists to become confused and not pay attention to people and objects in the road.

Aside from speed, a UAV is able collect highly detailed and three-dimensional photographs and measurements of the scene, a capability that is well outside our current operations. The UAV that we have selected is equipped with dual cameras which allow for high resolution photographs and thermal images of the scene. This is a major benefit in the event of a crash with roadway evidence that could be lost to the human eye such as skid marks that disappear as the roadway surface cools after the crash.

The unit has selected a UAV made by the leading manufacturer of UAV's. The company is called DJI Inc which has a US Headquarters in Los Angeles, California. The specific model we have selected is the Matrice 200 Series V2. This UAV is the pinnacle of public safety UAV's and can operate in foul weather which is most often when our serious crashes occur.

The Matrice 200 series has a flight time per battery of approximately thirty minutes, can be flown in rain and snow due to its military IP43 weather rating, and can operate between -4 to 122 degrees Fahrenheit. The Matrice will be outfitted with dual cameras, Zenmuse XT2 thermal camera and a Zenmuse Z30 Stabilized Aerial Camera with 30x optical zoom. The Matrice will also come with intelligent flight batteries, hard case, and controller. Training will be provided at no cost.

The unit would also obtain software called Faro Zone 3D which is in use by many departments within the state and New England. I have confirmed with Faro that images from the Matrice UAV will be compatible with Faro 3D.

With the purchase of a UAV to be used for Collision Reconstruction purposes, the ideal accompanying photogrammetry software for this purpose would be iWitnessPro 4. This software is an easy to use photogrammetric system that creates fast and accurate fully automatic 30 measurements and modeling from images recorded from UAV drone platforms. This software would be used to take all measurements and references from the photographs taken of a collision scene by the OJI Matrice. This software is completely compatible with both the OJI Matrice and our desktop computer operating systems.

The RISP Reconstruction Unit is committed to being at the forefront of traffic safety in the State of Rhode Island by adopting national "best practices" and utilizing the most state of the art technology for the benefit of our citizens. In addition to utilizing this UAV on the State Highway System, it would be an asset to other departments who are investigating serious and fatal crashes. Through routine mutual aid, departments could request that we respond to assist.

Currently there is not a US-based company that manufactures a UAV. A waiver to the "buy America" act will be required. The photogrammetry software is a sole source US vendor.

The data obtained from a more in-depth investigation is extremely valuable in assisting Law Enforcement and the DOT in determining the factors and causes of these crashes. Once the factors and causes of these types of crashes have been identified, an analysis can be done to determine how these crashes could have been

prevented.

Intended Subrecipients

RISP from approved vendor.

Countermeasure strategies

Countermeasure Strategy
Short-term, High Visibility Law Enforcement

Funding sources

Source Fiscal Year	Funding Source ID	Eligible Use of Funds	Estimated Funding Amount	Match Amount	Local Benefit
2020	FAST Act NHTSA 402	Accident Investigation (FAST)	\$6,250.00	\$1,562.50	\$2,500.00

Planned Activity: Reconstruction Equipment Drone for RISP

Planned activity number: NHTSA164AL2018

Primary Countermeasure Strategy ID: Integrated Enforcement

Planned Activity Description

OHS will fund the Rhode Island State Police (RISP) Crash Reconstruction Unit for a drone and crash data recorder (CDR) equipment including training to have the most comprehensive set of tools for reconstruction and crash scene clearance. The funding will be in four equal values of \$6,250.00 from each of these funding streams/projects NHTSAA402DD2010, NHTSA164AL2018, NHTSA402PT2011, and NHTSA402OP2010 for a total of \$25,000.00. Since fatal and serious motor vehicle crashes often result in road closures, detours and long traffic delays, the RISP will now be able to re-open the road in a more expeditious manner, while obtaining more accurate measurements.

Alcohol-impaired driving continues to be a significant contributing factor in Rhode Island's crash fatalities and serious injuries. Alcohol-impaired crashes accounted for 41 percent of the total fatalities in 2017, second to speed-related at 49 percent. Alcohol impairment in fatal crashes in Rhode Island significantly exceeds that of New England and the nation. In 2016, Rhode Island was 37 percent, a number higher than the 33 percent regionally and 28 percent nationally. This trend of Rhode Island having a higher proportion of impaired driving fatalities than New England or the nation has been true for eight of the last 10 years. Based on NHTSA imputed data from 2011 through 2016, most of Rhode Island's alcohol-related fatalities involved a driver or motorcycle operator with a BAC greater than or equal to the legal limit of 0.08. Almost one-third (31%) of impaired driving fatal crashes involved a driver age 25-34 years old.

The Rhode Island State Police Crash Reconstruction Unit currently uses the Bosch Crash Data Retrieval System. Due to advancing technologies including autonomous and driver assisted vehicles, a new CAN module interface is needed along with the updated cables and software. To increase scene clearance, they are also looking to purchase a Vericom VC4000DAQ for scene friction measurements, scene markers for evidence points and crash recon mathematical software for mobile use. Since fatal and serious motor vehicle crashes

often result in road closures, detours and long traffic delays, the State Police will now be able to re-open the road in a more expeditious manner, while obtaining more accurate measurements. The State Police also assist municipal departments with this equipment and investigations of these crashes. The data obtained from a more in-depth investigation is extremely valuable in assisting Law Enforcement and the DOT in determining the factors and causes of these crashes. Once the factors and causes of these types of crashes have been identified, an analysis can be done to determine how these crashes could have been prevented.

The RISP Reconstruction Unit has had accident reconstruction certified officers on staff for decades. In the early times of crash reconstruction measurements were taken utilizing tape measures, chalk, and roller wheels to document the position of the vehicles and the path of travel leading to the crash. In some cases, this would take several hours on measuring, recording and photographing to complete.

Across the country public safety agencies have started to turn their attention to unmanned aerial vehicles (UAV) "Drones" as an alternative to tape and laser measurements. In a 2018 New York Times article on police use of drones for accident reconstruction, the paper estimated that there are over 900 drones in use by police departments for this purpose.

Departments have found that they can setup and fly a UAV over the crash scene, take hundreds of detailed photos of the crash and the overall scene in under an hour. These photos can then be downloaded in computer aided drawing programs to create a highly detailed image of the crash scene. This image can be used to obtain measurements and other pertinent information.

As a leader in the state of Rhode Island in traffic safety and traffic crash investigations, the RISP Reconstruction Unit is seeking to purchase a UAV for the purpose of investigating serious crashes with the most state of the art technology available. The leader of UAV sales in New England is located in the City of Warwick and has worked with our unit to select the most state of the art UAV on the market and has agreed to train all traffic unit officers in the setup, care, and operation of the UAV so that all officers are proficient in its use and of the aeronautical laws that pertain to its operation. This training would be provided free of charge with the purchase of a UAV from them. Also included would be assistance in obtaining a Certificate of Authorization from the FAA to allow the use of the UAV for public safety emergencies. Future training would include training select officers as UAV pilots as dictated in the FAA Part 107 rules. The department currently has three licensed manned aircraft pilots on staff.

Pure speed of data collection is not the only benefit of utilizing a UAV for accident reconstruction. The speed of data collection translates into the ability to open a road faster which reduces the dangerous traffic backup and the inherent risks of secondary crashes. It also is a major benefit to responder safety. Officers will spend less time exposed to traffic that is flowing around the scene, which even if properly detoured, can cause motorists to become confused and not pay attention to people and objects in the road.

Aside from speed, a UAV is able collect highly detailed and three-dimensional photographs and measurements of the scene, a capability that is well outside our current operations. The UAV that we have selected is equipped with dual cameras which allow for high resolution photographs and thermal images of the scene. This is a major benefit in the event of a crash with roadway evidence that could be lost to the human eye such as skid marks that disappear as the roadway surface cools after the crash.

The unit has selected a UAV made by the leading manufacturer of UAV's. The company is called DJI Inc which has a US Headquarters in Los Angeles, California. The specific model we have selected is the Matrice

200 Series V2. This UAV is the pinnacle of public safety UAV's and can operate in foul weather which is most often when our serious crashes occur.

The Matrice 200 series has a flight time per battery of approximately thirty minutes, can be flown in rain and snow due to its military IP43 weather rating, and can operate between -4 to 122 degrees Fahrenheit. The Matrice will be outfitted with dual cameras, Zenmuse XT2 thermal camera and a Zenmuse Z30 Stabilized Aerial Camera with 30x optical zoom. The Matrice will also come with intelligent flight batteries, hard case, and controller. Training will be provided at no cost.

The unit would also obtain software called Faro Zone 3D which is in use by many departments within the state and New England. I have confirmed with Faro that images from the Matrice UAV will be compatible with Faro 3D.

With the purchase of a UAV to be used for Collision Reconstruction purposes, the ideal accompanying photogrammetry software for this purpose would be iWitnessPro 4. This software is an easy to use photogrammetric system that creates fast and accurate fully automatic 30 measurements and modeling from images recorded from UAV drone platforms. This software would be used to take all measurements and references from the photographs taken of a collision scene by the OJI Matrice. This software is completely compatible with both the OJI Matrice and our desktop computer operating systems.

The RISP Reconstruction Unit is committed to being at the forefront of traffic safety in the State of Rhode Island by adopting national "best practices" and utilizing the most state of the art technology for the benefit of our citizens. In addition to utilizing this UAV on the State Highway System, it would be an asset to other departments who are investigating serious and fatal crashes. Through routine mutual aid, departments could request that we respond to assist.

Currently there is not a US-based company that manufactures a UAV. A waiver to the "buy America" act will be required. The photogrammetry software is a sole source US vendor.

The data obtained from a more in-depth investigation is extremely valuable in assisting Law Enforcement and the DOT in determining the factors and causes of these crashes. Once the factors and causes of these types of crashes have been identified, an analysis can be done to determine how these crashes could have been prevented.

Intended Subrecipients

RISP from Approved Vendor

Countermeasure strategies

Countermeasure Strategy
Short-term, High Visibility Law Enforcement

Funding sources

Source Fiscal Year	Funding Source ID	Eligible Use of Funds	Estimated Funding Amount	Match Amount	Local Benefit
2020	164 Transfer Funds-AL	164 Alcohol	\$6,250.00		\$2,500.00

Planned Activity: Reconstruction Equipment Drone for RISP

Planned activity number: NHTSA402PT2011

Primary Countermeasure Strategy ID: Sustained Enforcement

Planned Activity Description

OHS will fund the Rhode Island State Police (RISP) Crash Reconstruction Unit for a drone and crash data recorder (CDR) equipment including training to have the most comprehensive set of tools for reconstruction and crash scene clearance. The funding will be in four equal values of \$6,250.00 from each of these funding streams/projects NHTSAA402DD2010, NHTSA164AL2018, NHTSA402PT2011, and NHTSA402OP2010 for a total of \$25,000.00. Since fatal and serious motor vehicle crashes often result in road closures, detours and long traffic delays, the RISP will now be able to re-open the road in a more expeditious manner, while obtaining more accurate measurements.

Alcohol-impaired driving continues to be a significant contributing factor in Rhode Island's crash fatalities and serious injuries. Alcohol-impaired crashes accounted for 41 percent of the total fatalities in 2017, second to speed-related at 49 percent. Alcohol impairment in fatal crashes in Rhode Island significantly exceeds that of New England and the nation. In 2016, Rhode Island was 37 percent, a number higher than the 33 percent regionally and 28 percent nationally. This trend of Rhode Island having a higher proportion of impaired driving fatalities than New England or the nation has been true for eight of the last 10 years. Based on NHTSA imputed data from 2011 through 2016, most of Rhode Island's alcohol-related fatalities involved a driver or motorcycle operator with a BAC greater than or equal to the legal limit of 0.08. Almost one-third (31%) of impaired driving fatal crashes involved a driver age 25-34 years old.

The Rhode Island State Police Crash Reconstruction Unit currently uses the Bosch Crash Data Retrieval System. Due to advancing technologies including autonomous and driver assisted vehicles, a new CAN module interface is needed along with the updated cables and software. To increase scene clearance, they are also looking to purchase a Vericom VC4000DAQ for scene friction measurements, scene markers for evidence points and crash recon mathematical software for mobile use. Since fatal and serious motor vehicle crashes often result in road closures, detours and long traffic delays, the State Police will now be able to re-open the road in a more expeditious manner, while obtaining more accurate measurements. The State Police also assist municipal departments with this equipment and investigations of these crashes. The data obtained from a more in-depth investigation is extremely valuable in assisting Law Enforcement and the DOT in determining the factors and causes of these crashes. Once the factors and causes of these types of crashes have been identified, an analysis can be done to determine how these crashes could have been prevented.

The RISP Reconstruction Unit has had accident reconstruction certified officers on staff for decades. In the early times of crash reconstruction measurements were taken utilizing tape measures, chalk, and roller wheels to document the position of the vehicles and the path of travel leading to the crash. In some cases, this would take several hours on measuring, recording and photographing to complete.

Across the country public safety agencies have started to turn their attention to unmanned aerial vehicles (UAV) "Drones" as an alternative to tape and laser measurements. In a 2018 New York Times article on police use of drones for accident reconstruction, the paper estimated that there are over 900 drones in use by police departments for this purpose.

Departments have found that they can setup and fly a UAV over the crash scene, take hundreds of detailed photos of the crash and the overall scene in under an hour. These photos can then be downloaded in computer aided drawing programs to create a highly detailed image of the crash scene. This image can be used to obtain measurements and other pertinent information.

As a leader in the state of Rhode Island in traffic safety and traffic crash investigations, the RISP Reconstruction Unit is seeking to purchase a UAV for the purpose of investigating serious crashes with the most state of the art technology available. The leader of UAV sales in New England is located in the City of Warwick and has worked with our unit to select the most state of the art UAV on the market and has agreed to train all traffic unit officers in the setup, care, and operation of the UAV so that all officers are proficient in its use and of the aeronautical laws that pertain to its operation. This training would be provided free of charge with the purchase of a UAV from them. Also included would be assistance in obtaining a Certificate of Authorization from the FAA to allow the use of the UAV for public safety emergencies. Future training would include training select officers as UAV pilots as dictated in the FAA Part 107 rules. The department currently has three licensed manned aircraft pilots on staff.

Pure speed of data collection is not the only benefit of utilizing a UAV for accident reconstruction. The speed of data collection translates into the ability to open a road faster which reduces the dangerous traffic backup and the inherent risks of secondary crashes. It also is a major benefit to responder safety. Officers will spend less time exposed to traffic that is flowing around the scene, which even if properly detoured, can cause motorists to become confused and not pay attention to people and objects in the road.

Aside from speed, a UAV is able collect highly detailed and three-dimensional photographs and measurements of the scene, a capability that is well outside our current operations. The UAV that we have selected is equipped with dual cameras which allow for high resolution photographs and thermal images of the scene. This is a major benefit in the event of a crash with roadway evidence that could be lost to the human eye such as skid marks that disappear as the roadway surface cools after the crash.

The unit has selected a UAV made by the leading manufacturer of UAV's. The company is called DJI Inc which has a US Headquarters in Los Angeles, California. The specific model we have selected is the Matrice 200 Series V2. This UAV is the pinnacle of public safety UAV's and can operate in foul weather which is most often when our serious crashes occur.

The Matrice 200 series has a flight time per battery of approximately thirty minutes, can be flown in rain and snow due to its military IP43 weather rating, and can operate between -4 to 122 degrees Fahrenheit. The Matrice will be outfitted with dual cameras, Zenmuse XT2 thermal camera and a Zenmuse Z30 Stabilized Aerial Camera with 30x optical zoom. The Matrice will also come with intelligent flight batteries, hard case, and controller. Training will be provided at no cost.

The unit would also obtain software called Faro Zone 3D which is in use by many departments within the state and New England. I have confirmed with Faro that images from the Matrice UAV will be compatible with Faro 3D.

With the purchase of a UAV to be used for Collision Reconstruction purposes, the ideal accompanying photogrammetry software for this purpose would be iWitnessPro 4. This software is an easy to use photogrammetric system that creates fast and accurate fully automatic 30 measurements and modeling from images recorded from UAV drone platforms. This software would be used to take all measurements and

references from the photographs taken of a collision scene by the OJI Matrice. This software is completely compatible with both the OJI Matrice and our desktop computer operating systems.

The RISP Reconstruction Unit is committed to being at the forefront of traffic safety in the State of Rhode Island by adopting national "best practices" and utilizing the most state of the art technology for the benefit of our citizens. In addition to utilizing this UAV on the State Highway System, it would be an asset to other departments who are investigating serious and fatal crashes. Through routine mutual aid, departments could request that we respond to assist.

Currently there is not a US-based company that manufactures a UAV. A waiver to the “buy America” act will be required. The photogrammetry software is a sole source US vendor.

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Intended Subrecipients

Rhode Island State Police from approved vendor.

Countermeasure strategies

Countermeasure Strategy
Short-term, High Visibility Law Enforcement

Funding sources

Source Fiscal Year	Funding Source ID	Eligible Use of Funds	Estimated Funding Amount	Match Amount	Local Benefit
2020	FAST Act NHTSA 402	Police Traffic Services (FAST)	\$6,250.00	\$1,562.50	\$2,500.00

Planned Activity: Reconstruction Equipment Drone for RISP

Planned activity number: NHTSA402OP2010

Primary Countermeasure Strategy ID: Sustained Enforcement

Planned Activity Description

OHS will fund the Rhode Island State Police (RISP) Crash Reconstruction Unit for a drone and crash data recorder (CDR) equipment including training to have the most comprehensive set of tools for reconstruction and crash scene clearance. The funding will be in four equal values of \$6,250.00 from each of these funding streams/projects NHTSAA402DD2010, NHTSA164AL2018, NHTSA402PT2011, and NHTSA402OP2010 for a total of \$25,000.00. Since fatal and serious motor vehicle crashes often result in road closures, detours and long traffic delays, the RISP will now be able to re-open the road in a more expeditious manner, while obtaining more accurate measurements.

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 22

percent of the total fatalities in 2018. The safety belt use rate for Rhode Island, while steadily rising, has been well below the national rate over the last decade. The Rhode Island seat belt in 2018 was 88.8 percent, lower than the national rate of 89.6 percent. However, the increase in safety belt use also appears to be associated with the continued decline of unrestrained fatalities.

Additional analysis of 2014-2018 data show that most unrestrained drivers in fatal crashes are white (72%) 30% of occupants are under age 25.

The Rhode Island State Police Crash Reconstruction Unit currently uses the Bosch Crash Data Retrieval System. Due to advancing technologies including autonomous and driver assisted vehicles, a new CAN module interface is needed along with the updated cables and software. To increase scene clearance, they are also looking to purchase a Vericom VC4000DAQ for scene friction measurements, scene markers for evidence points and crash recon mathematical software for mobile use. Since fatal and serious motor vehicle crashes often result in road closures, detours and long traffic delays, the State Police will now be able to re-open the road in a more expeditious manner, while obtaining more accurate measurements. The State Police also assist municipal departments with this equipment and investigations of these crashes. The data obtained from a more in-depth investigation is extremely valuable in assisting Law Enforcement and the DOT in determining the factors and causes of these crashes. Once the factors and causes of these types of crashes have been identified, an analysis can be done to determine how these crashes could have been prevented.

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Intended Subrecipients

RISP from Approved Vendor.

Countermeasure strategies

Countermeasure Strategy
Short-term, High Visibility Law Enforcement

Funding sources

Source Fiscal Year	Funding Source ID	Eligible Use of Funds	Estimated Funding Amount	Match Amount	Local Benefit
2020	FAST Act NHTSA 402	Occupant Protection (FAST)	\$6,250.00	\$1,562.50	\$2,500.00

Planned Activity: Reconstruction Equipment Drone for Warwick PD

Planned activity number: NHTSA402DD2009

Primary Countermeasure Strategy ID: High Visibility Cellphone/Text Messaging Enforcement

Planned Activity Description

OHS will fund the Warwick Police Crash Reconstruction Unit for drone equipment including training to have a comprehensive set of tools for reconstruction and crash scene clearance. The funding will be in four equal values of \$6,250.00 from each of these funding streams/projects NHTSAA402DD2009, NHTSA164AL2017, NHTSA402PT2010, and NHTSA402OP2009 for a total of \$25,000.00. Since fatal and serious motor vehicle crashes often result in road closures, detours and long traffic delays, the Warwick Police will now be able to re-open the road in a more expeditious manner, while obtaining more accurate measurements.

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WPD invested in laser mapping technology over a decade ago that sped up the time to document a crash, but this equipment is highly sensitive and can still take hours to setup and complete. Across the country public safety agencies have started to turn their attention to unmanned aerial vehicles (UAV) "Drones" as an alternative to tape and laser measurements. In a 2018 New York Times article on police use of drones for accident reconstruction, the paper estimated that there are over 900 drones in use by police departments for this

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The department currently utilizes a computer aided drawing program for accident reconstruction drawings as well as crash math. The software is called Faro Zone 3D and is in use by many departments within the state and New England. I have confirmed with Faro that images from the Matrice UAV will be compatible with Faro 30. With the purchase of a UAV to be used for Collision Reconstruction purposes, the ideal accompanying photogrammetry software for this purpose would be iWitnessPro 4. This software is an easy to use photogrammetric system that creates fast and accurate fully automatic 30 measurements and modeling from

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Intended Subrecipients

Warwick Police Department

Countermeasure strategies

Countermeasure Strategy
Short-term, High Visibility Law Enforcement

Funding sources

Source Fiscal Year	Funding Source ID	Eligible Use of Funds	Estimated Funding Amount	Match Amount	Local Benefit
2020	FAST Act NHTSA 402	Distracted Driving (FAST)	\$6,250.00	\$1,562.50	\$2,500.00

Planned Activity: Reconstruction Equipment Drone for Warwick PD

Planned activity number: NHTSA164AL2017

Primary Countermeasure Strategy ID: Law Enforcement Training

Planned Activity Description

OHS will fund the Warwick Police Crash Reconstruction Unit for drone equipment including training to have a comprehensive set of tools for reconstruction and crash scene clearance. The funding will be in four equal values of \$6,250.00 from each of these funding streams/projects NHTSAA402DD2009, NHTSA164AL2017, NHTSA402PT2010, and NHTSA402OP2009 for a total of \$25,000.00. Since fatal and serious motor vehicle crashes often result in road closures, detours and long traffic delays, the Warwick Police will now be able to re-open the road in a more expeditious manner, while obtaining more accurate measurements.

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. Due to public demand there has been significant pressure to strictly enforce the State’s cell phone law for those who are 18 and younger. There also has been increasing encouragement for policy-makers to create a hands-free statute for all drivers. This resulted in the passage of a hands-free law that took effect on June 1, 2018. The table below suggests that Rhode Island distraction-affected crashes have fluctuated, with data gaps and the challenges of identifying distracted driving that continue to limit accurate reporting. Close data gaps within the Traffic Records program area can help improve reporting and countermeasure identification for distraction-affected crashes.

Distraction-affected Crashes (2012-2016)

Location	2012		2013		2014		2015		2016	
	Crashes	Percent								
Rhode Island	3	5%	6	9%	0	0%	1	2%	3	6%
Region	94	9%	92	10%	56	7%	108	10%	61	6%
Nation	3,098	10%	2,923	10%	2,972	10%	3,242	10%	3,157	9%

Source: FARS (2018).

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WPD invested in laser mapping technology over a decade ago that sped up the time to document a crash, but this equipment is highly sensitive and can still take hours to setup and complete. Across the country public safety agencies have started to turn their attention to unmanned aerial vehicles (UAV) "Drones" as an alternative to tape and laser measurements. In a 2018 New York Times article on police use of drones for accident reconstruction, the paper estimated that there are over 900 drones in use by police departments for this purpose.

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Intended Subrecipients

Warwick Police Department

Countermeasure strategies

Countermeasure Strategy
Short-term, High Visibility Law Enforcement

Funding sources

Source Fiscal Year	Funding Source ID	Eligible Use of Funds	Estimated Funding Amount	Match Amount	Local Benefit
2020	164 Transfer Funds-AL	164 Alcohol	\$6,250.00		\$2,500.00

Planned Activity: Reconstruction Equipment Drone for Warwick PD

Planned activity number: NHTSA402PT2010

Primary Countermeasure Strategy ID:

Planned Activity Description

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Almost one-third (31%) of impaired driving fatal crashes involved a driver age 25-34 years old. The Cities of Providence, Warwick, Coventry, Cranston, and North Kingstown have the highest number of impaired driver fatal crashes over the most recent five-year period (2014-2018).

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As a leader in the state of Rhode Island in traffic safety and traffic crash investigations, the Warwick Police Traffic Unit is seeking to purchase a UAV for the purpose of investigating serious crashes with the most state of the art technology available. The leader of UAV sales in New England is located in the City of Warwick and has worked with our unit to select the most state of the art UAV on the market and has agreed to train all traffic unit officers in the setup, care, and operation of the UAV so that all officers are proficient in its use and of the aeronautical laws that pertain to its operation. This training would be provided free of charge with the purchase of a UAV from them. Also included would be assistance in obtaining a Certificate of Authorization from the FAA to allow the use of the UAV for public safety emergencies. Future training would include training select officers as UAV pilots as dictated in the FAA Part 107 rules. The department currently has three licensed manned aircraft pilots on staff.

Pure speed of data collection is not the only benefit of utilizing a UAV for accident reconstruction. The speed of data collection translates into the ability to open a road faster which reduces the dangerous traffic backup and the inherent risks of secondary crashes. It also is a major benefit to responder safety. Officers will spend less time exposed to traffic that is flowing around the scene, which even if properly detoured, can cause motorists to become confused and not pay attention to people and objects in the road.

Aside from speed, a UAV is able collect highly detailed and three-dimensional photographs and measurements of the scene, a capability that is well outside our current operations. The UAV that we have selected is equipped with dual cameras which allow for high resolution photographs and thermal images of the scene. This is a major benefit in the event of a crash with roadway evidence that could be lost to the human eye such as skid marks that disappear as the roadway surface cools after the crash.

The department has selected a UAV made by the leading manufacturer of UAV's. The company is called DJI Inc which has a US Headquarters in Los Angeles, California. The specific model we have selected is the Matrice 200 Series V2. This UAV is the pinnacle of public safety UAV's and can operate in foul weather which is most often when our serious crashes occur.

The Matrice 200 series has a flight time per battery of approximately thirty minutes, can be flown in rain and snow due to its military IP43 weather rating, and can operate between -4 to 122 degrees Fahrenheit. The Matrice will be outfitted with dual cameras, Zenmuse XT2 thermal camera and a Zenmuse Z30 Stabilized Aerial Camera with 30x optical zoom. The Matrice will also come with intelligent flight batteries, hard case, and controller. Training will be provided at no cost.

The department currently utilizes a computer aided drawing program for accident reconstruction drawings as well as crash math. The software is called Faro Zone 3D and is in use by many departments within the state and New England. I have confirmed with Faro that images from the Matrice UAV will be compatible with Faro 30. With the purchase of a UAV to be used for Collision Reconstruction purposes, the ideal accompanying photogrammetry software for this purpose would be iWitnessPro 4. This software is an easy to use photogrammetric system that creates fast and accurate fully automatic 30 measurements and modeling from images recorded from UAV drone platforms. This software would be used to take all measurements and references from the photographs taken of a collision scene by the OJI Matrice. This software is completely compatible with both the OJI Matrice and our desktop computer operating systems.

The Warwick Police Traffic Unit is committed to being at the forefront of traffic safety in the State of Rhode Island by adopting national "best practices" and utilizing the most state of the art technology for the benefit of our citizens. In addition to utilizing this UAV within the City of Warwick, it would be regional asset to neighboring departments who are investigating serious crashes. Through routine mutual aid, departments could request that we respond to assist.

Currently there is not a US-based company that manufactures a UAV. A waiver to the “buy America” act will be required. The photogrammetry software is a sole source US vendor.

The data obtained from a more in-depth investigation is extremely valuable in assisting Law Enforcement and the DOT in determining the factors and causes of these crashes. Once the factors and causes of these types of crashes have been identified, an analysis can be done to determine how these crashes could have been prevented.

Intended Subrecipients

Warwick Police Department

Countermeasure strategies

Countermeasure Strategy
Short-term, High Visibility Law Enforcement

Funding sources

Source Fiscal Year	Funding Source ID	Eligible Use of Funds	Estimated Funding Amount	Match Amount	Local Benefit
2020	FAST Act NHTSA 402	Police Traffic Services (FAST)	\$6,250.00	\$1,562.50	\$2,500.00

Planned Activity: Reconstruction Equipment Drone for Warwick PD

Planned activity number: NHTSA402OP2009

Primary Countermeasure Strategy ID:

Planned Activity Description

OHS will fund the Warwick Police Crash Reconstruction Unit for drone equipment including training to have a comprehensive set of tools for reconstruction and crash scene clearance. The funding will be in four equal

values of \$6,250.00 from each of these funding streams/projects NHTSAA402DD2009, NHTSA164AL2017, NHTSA402PT2010, and NHTSA402OP2009 for a total of \$25,000.00. Since fatal and serious motor vehicle crashes often result in road closures, detours and long traffic delays, the Warwick Police will now be able to re-open the road in a more expeditious manner, while obtaining more accurate measurements.

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 22 percent of the total fatalities in 2018. The safety belt use rate for Rhode Island, while steadily rising, has been well below the national rate over the last decade. The Rhode Island seat belt in 2018 was 88.8 percent, lower than the national rate of 89.6 percent. However, the increase in safety belt use also appears to be associated with the continued decline of unrestrained fatalities.

Additional analysis of 2014-2018 data show that most unrestrained drivers in fatal crashes are white (72%) and 30% of occupants are under age 25.

The Warwick Police Traffic Unit has had accident reconstruction certified officers on staff for decades. In the early times of crash reconstruction measurements were taken utilizing tape measures, chalk, and roller wheels to document the position of the vehicles and the path of travel leading to the crash. In some cases, this would take several hours on measuring, recording and photographing to complete.

WPD invested in laser mapping technology over a decade ago that sped up the time to document a crash, but this equipment is highly sensitive and can still take hours to setup and complete. Across the country public safety agencies have started to turn their attention to unmanned aerial vehicles (UAV) "Drones" as an alternative to tape and laser measurements. In a 2018 New York Times article on police use of drones for accident reconstruction, the paper estimated that there are over 900 drones in use by police departments for this purpose.

Departments have found that they can setup and fly a UAV over the crash scene, take hundreds of detailed photos of the crash and the overall scene in under an hour. These photos can then be downloaded in computer aided drawing programs to create a highly detailed image of the crash scene. This image can be used to obtain measurements and other pertinent information.

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[Intended Subrecipients](#)

Warwick Police Department

[Countermeasure strategies](#)

Countermeasure Strategy
Short-term, High Visibility Law Enforcement

Funding sources

Source Fiscal Year	Funding Source ID	Eligible Use of Funds	Estimated Funding Amount	Match Amount	Local Benefit
2020	FAST Act NHTSA 402	Occupant Protection (FAST)	\$6,250.00	\$1,562.50	\$2,500.00

Planned Activity: State Agencies (RISP) Distracted Driving

Planned activity number: NHTSA402DD2004

Primary Countermeasure Strategy ID:

Planned Activity Description

OHS will fund implementation of specific Distracted Driving enforcement patrols by the RISP. Patrols are conducted 24 hours and there is mandatory participation in one annual enforcement period during the month of April 2019.

Intended Subrecipients

Rhode Island State Police.

Countermeasure strategies

Countermeasure Strategy
Short-term, High Visibility Law Enforcement

Funding sources

Source Fiscal Year	Funding Source ID	Eligible Use of Funds	Estimated Funding Amount	Match Amount	Local Benefit
2020	FAST Act NHTSA 402	Distracted Driving (FAST)	\$40,000.00	\$10,000.00	\$16,000.00

Planned Activity: State Agencies (RISP) Crash Reconstruction Equipment

Planned activity number: NHTSA402DD2002

Primary Countermeasure Strategy ID:

Planned Activity Description

OHS will fund the Rhode Island State Police (RISP) Crash Reconstruction Unit which currently uses the Bosch Crash Data Retrieval System. Due to advancing technologies including autonomous and driver assisted vehicles, a new CAN module interface is needed along with the updated cables and software. To increase scene clearance, they are also looking to purchase a Vericom VC4000DAQ for scene friction measurements, scene markers for evidence points and crash recon mathematical software for mobile use.

The funding will be from these streams/projects NHTSAA402DD2004- \$40,000.00, NHTSA164AL2012-

\$1,640.00, NHTSA402DD2002- \$6,250.00, and NHTSA402PT2005-\$6,250.00 for a total of \$54,140.00.

Since fatal and serious motor vehicle crashes often result in road closures, detours and long traffic delays, the State Police will now be able to re-open the road in a more expeditious manner, while obtaining more accurate measurements. The State Police also assist municipal departments with this equipment and investigations of these crashes. The data obtained from a more in-depth investigation is extremely valuable in assisting Law Enforcement and the DOT in determining the factors and causes of these crashes. Once the factors and causes of these types of crashes have been identified, an analysis can be done to determine how these crashes could have been prevented. drone equipment including training to have a comprehensive set of tools for reconstruction and crash scene clearance.

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.

Due to public demand there has been significant pressure to strictly enforce the State’s cell phone law for those who are 18 and younger. There also has been increasing encouragement for policy-makers to create a hands-free statute for all drivers. This resulted in the passage of a hands-free law that took effect on June 1, 2018.

The table below suggests that Rhode Island distraction-affected crashes have fluctuated, with data gaps and the challenges of identifying distracted driving that continue to limit accurate reporting. Close data gaps within the Traffic Records program area can help improve reporting and countermeasure identification for distraction-affected crashes.

Distraction-affected Crashes (2012-2016)

Location		2012		2013		2014		2015		2016	
		Crash	%	Crash	%	Crash	%	Crash	%	Crash	%
Rhode Island	3		5%	6	9%	0	0%	1	2%	3	6%
Region		94	9%	92	10%	56	7%	108	10%	61	6%
Nation		3,098	10%	2,923	10%	2,972	10%	3,242	10%	3,157	9%

Source: FARS (2018).

Alcohol-impaired driving continues to be a significant contributing factor in Rhode Island’s crash fatalities and serious injuries. Alcohol-impaired crashes accounted for 41 percent of the total fatalities in 2017, second to speed-related at 49 percent. Alcohol impairment in fatal crashes in Rhode Island significantly exceeds that of New England and the nation. In 2016, Rhode Island was 37 percent, a number higher than the 33 percent regionally and 28 percent nationally. This trend of Rhode Island having a higher proportion of impaired driving fatalities than New England or the nation has been true for eight of the last 10 years. Based on NHTSA imputed data from 2011 through 2016, most Rhode Island’s alcohol-related fatalities involved a driver or motorcycle operator with a BAC greater than or equal to the legal limit of 0.08. Almost one-third (31%) of impaired driving

fatal crashes involved a driver age 25-34 years old.

In Rhode Island, a fatality is defined as speed-related if one of the driver-related factors includes driving over the speed limit, excessive speed, driving too fast for conditions, or racing. A speed-related serious injury crash is defined as occurring when a citation is issued to a driver involved in the crash for exceeding the lawful speed limit.

Speed was a likely factor in over 45% of fatalities in 2017 and 2018, which is dramatically higher than the 38% of all fatalities over the prior five-year period (2012-2016). 2017 saw a dramatic jump to 41 fatalities, compared to 23 in 2016. Most drivers in speed-related fatal crashes are between age 16 and 34 (63%), and 82 percent are white. The cities of Providence and Cranston have the highest numbers of speeding crashes in the most recent five years with 17 and 9 respectively.

Rhode Island speeding crashes occur on roads with lower speed limits compared to other States. From 2011 to 2015, 47 percent of speeding-related fatalities occurred on roads with a speed limit of 30 mph or below. This percentage was higher than the region percentage (32 percent), and both were higher than the nationwide percentage of 14 percent. Ninety percent of the speeding-related fatalities in the State occurred on roads with a speed limit of 50 mph or less. This percentage was higher than the region (77 percent) and the nation (54 percent).

Enforcement efforts have improved annually, and Rhode Island increased the number of citations issued to 9,836 in 2018. Part of the multifaceted approach to this issue is paid media. OHS also has increased its' level of paid media buys during August one of the highest months for speed-related fatalities, to support the annual speed enforcement campaign in Rhode Island during that period. Fatal crashes will continue to be monitored and campaigns adjusted accordingly.

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 22 percent of the total fatalities in 2018. The safety belt use rate for Rhode Island, while steadily rising, has been well below the national rate over the last decade. The Rhode Island seat belt in 2018 was 88.8 percent, lower than the national rate of 89.6 percent. However, the increase in safety belt use also appears to be associated with the continued decline of unrestrained fatalities.

Additional analysis of 2014-2018 data show that most of unrestrained drivers in fatal crashes are white (72%) and 30% of occupants are under age 25.

Intended Subrecipients

RISP from approved vendor.

Countermeasure strategies

Countermeasure Strategy
Short-term, High Visibility Law Enforcement

Funding sources

Source Fiscal Year	Funding Source ID	Eligible Use of Funds	Estimated Funding Amount	Match Amount	Local Benefit
2020	FAST Act NHTSA 402	Accident Investigation (FAST)	\$6,250.00	\$1,562.50	\$2,500.00

Planned Activity: State Agencies (RISP) Crash Reconstruction Equipment

Planned activity number: NHTSA164AL2012

Primary Countermeasure Strategy ID: Integrated Enforcement

Planned Activity Description

OHS will fund the Rhode Island State Police (RISP) Crash Reconstruction Unit which currently uses the Bosch Crash Data Retrieval System. Due to advancing technologies including autonomous and driver assisted vehicles, a new CAN module interface is needed along with the updated cables and software. To increase scene clearance, they are also looking to purchase a Vericom VC4000DAQ for scene friction measurements, scene markers for evidence points and crash recon mathematical software for mobile use.

The funding will be from these streams/projects NHTSAA402DD2004- \$40,000.00, NHTSA164AL2012- \$1,640.00, NHTSA402DD2002- \$6,250.00, and NHTSA402PT2005-\$6,250.00 for a total of \$54,140.00.

Since fatal and serious motor vehicle crashes often result in road closures, detours and long traffic delays, the State Police will now be able to re-open the road in a more expeditious manner, while obtaining more accurate measurements. The State Police also assist municipal departments with this equipment and investigations of these crashes. The data obtained from a more in-depth investigation is extremely valuable in assisting Law Enforcement and the DOT in determining the factors and causes of these crashes. Once the factors and causes of these types of crashes have been identified, an analysis can be done to determine how these crashes could have been prevented. drone equipment including training to have a comprehensive set of tools for reconstruction and crash scene clearance.

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.

Due to public demand there has been significant pressure to strictly enforce the State's cell phone law for those who are 18 and younger. There also has been increasing encouragement for policy-makers to create a hands-free statute for all drivers. This resulted in the passage of a hands-free law that took effect on June 1, 2018.

The table below suggests that Rhode Island distraction-affected crashes have fluctuated, with data gaps and the challenges of identifying distracted driving that continue to limit accurate reporting. Close data gaps within the Traffic Records program area can help improve reporting and countermeasure identification for distraction-affected crashes.

Distraction-affected Crashes (2012-2016)

Location	2012	2013	2014	2015	2016

		Crash	%	Crash	%	Crash	%	Crash	%	Crash	%
Rhode Island	3		5%	6	9%	0	0%	1	2%	3	6%
Region		94	9%	92	10%	56	7%	108	10%	61	6%
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Source: FARS (2018).

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In Rhode Island, a fatality is defined as speed-related if one of the driver-related factors includes driving over the speed limit, excessive speed, driving too fast for conditions, or racing. A speed-related serious injury crash is defined as occurring when a citation is issued to a driver involved in the crash for exceeding the lawful speed limit.

Speed was a likely factor in over 45% of fatalities in 2017 and 2018, which is dramatically higher than the 38% of all fatalities over the prior five-year period (2012-2016). 2017 saw a dramatic jump to 41 fatalities, compared to 23 in 2016. Most drivers in speed-related fatal crashes are between age 16 and 34 (63%), and 82 percent are white. The cities of Providence and Cranston have the highest numbers of speeding crashes in the most recent five years with 17 and 9 respectively.

Rhode Island speeding crashes occur on roads with lower speed limits compared to other States. From 2011 to 2015, 47 percent of speeding-related fatalities occurred on roads with a speed limit of 30 mph or below. This percentage was higher than the region percentage (32 percent), and both were higher than the nationwide percentage of 14 percent. Ninety percent of the speeding-related fatalities in the State occurred on roads with a speed limit of 50 mph or less. This percentage was higher than the region (77 percent) and the nation (54 percent).

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Intended Subrecipients

RISP from Approved Vendor

Countermeasure strategies

Countermeasure Strategy
Short-term, High Visibility Law Enforcement

Funding sources

Source Fiscal Year	Funding Source ID	Eligible Use of Funds	Estimated Funding Amount	Match Amount	Local Benefit
2020	164 Transfer Funds-AL	164 Alcohol	\$1,640.00		\$656.00

Planned Activity: State Agencies (RISP) Crash Reconstruction Equipment

Planned activity number: NHTSA402PT2005

Primary Countermeasure Strategy ID:

Planned Activity Description

OHS will fund the Rhode Island State Police (RISP) Crash Reconstruction Unit which currently uses the Bosch Crash Data Retrieval System. Due to advancing technologies including autonomous and driver assisted vehicles, a new CAN module interface is needed along with the updated cables and software. To increase scene clearance, they are also looking to purchase a Vericom VC4000DAQ for scene friction measurements, scene markers for evidence points and crash recon mathematical software for mobile use.

The funding will be from these streams/projects NHTSAA402DD2004- \$40,000.00, NHTSA164AL2012- \$1,640.00, NHTSA402DD2002- \$6,250.00, and NHTSA402PT2005-\$6,250.00 for a total of \$54,140.00.

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Intended Subrecipients

Rhode Island State Police from approved vendor.

Countermeasure strategies

Countermeasure Strategy
Short-term, High Visibility Law Enforcement

Funding sources

Source Fiscal Year	Funding Source ID	Eligible Use of Funds	Estimated Funding Amount	Match Amount	Local Benefit
2020	FAST Act NHTSA 402	Police Traffic Services (FAST)	\$6,250.00	\$1,562.50	\$2,500.00

Planned Activity: State Agencies (RISP) Crash Reconstruction Equipment

Planned activity number: NHTSA402OP2006

Primary Countermeasure Strategy ID:

Planned Activity Description

OHS will fund the Rhode Island State Police (RISP) Crash Reconstruction Unit which currently uses the Bosch Crash Data Retrieval System. Due to advancing technologies including autonomous and driver assisted vehicles, a new CAN module interface is needed along with the updated cables and software. To increase scene clearance, they are also looking to purchase a Vericom VC4000DAQ for scene friction measurements, scene markers for evidence points and crash recon mathematical software for mobile use.

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\$1,640.00, NHTSA402DD2002- \$6,250.00, and NHTSA402PT2005-\$6,250.00 for a total of \$54,140.00.

Since fatal and serious motor vehicle crashes often result in road closures, detours and long traffic delays, the State Police will now be able to re-open the road in a more expeditious manner, while obtaining more accurate measurements. The State Police also assist municipal departments with this equipment and investigations of these crashes. The data obtained from a more in-depth investigation is extremely valuable in assisting Law Enforcement and the DOT in determining the factors and causes of these crashes. Once the factors and causes of these types of crashes have been identified, an analysis can be done to determine how these crashes could have been prevented. drone equipment including training to have a comprehensive set of tools for reconstruction and crash scene clearance.

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.

Due to public demand there has been significant pressure to strictly enforce the State’s cell phone law for those who are 18 and younger. There also has been increasing encouragement for policy-makers to create a hands-free statute for all drivers. This resulted in the passage of a hands-free law that took effect on June 1, 2018.

The table below suggests that Rhode Island distraction-affected crashes have fluctuated, with data gaps and the challenges of identifying distracted driving that continue to limit accurate reporting. Close data gaps within the Traffic Records program area can help improve reporting and countermeasure identification for distraction-affected crashes.

Distraction-affected Crashes (2012-2016)

Location		2012		2013		2014		2015		2016	
		Crash	%	Crash	%	Crash	%	Crash	%	Crash	%
Rhode Island	3		5%	6	9%	0	0%	1	2%	3	6%
Region		94	9%	92	10%	56	7%	108	10%	61	6%
Nation		3,098	10%	2,923	10%	2,972	10%	3,242	10%	3,157	9%

Source: FARS (2018).

Alcohol-impaired driving continues to be a significant contributing factor in Rhode Island’s crash fatalities and serious injuries. Alcohol-impaired crashes accounted for 41 percent of the total fatalities in 2017, second to speed-related at 49 percent. Alcohol impairment in fatal crashes in Rhode Island significantly exceeds that of New England and the nation. In 2016, Rhode Island was 37 percent, a number higher than the 33 percent regionally and 28 percent nationally. This trend of Rhode Island having a higher proportion of impaired driving fatalities than New England or the nation has been true for eight of the last 10 years. Based on NHTSA imputed data from 2011 through 2016, most Rhode Island’s alcohol-related fatalities involved a driver or motorcycle operator with a BAC greater than or equal to the legal limit of 0.08. Almost one-third (31%) of impaired driving

fatal crashes involved a driver age 25-34 years old.

In Rhode Island, a fatality is defined as speed-related if one of the driver-related factors includes driving over the speed limit, excessive speed, driving too fast for conditions, or racing. A speed-related serious injury crash is defined as occurring when a citation is issued to a driver involved in the crash for exceeding the lawful speed limit.

Speed was a likely factor in over 45% of fatalities in 2017 and 2018, which is dramatically higher than the 38% of all fatalities over the prior five-year period (2012-2016). 2017 saw a dramatic jump to 41 fatalities, compared to 23 in 2016. Most drivers in speed-related fatal crashes are between age 16 and 34 (63%), and 82 percent are white. The cities of Providence and Cranston have the highest numbers of speeding crashes in the most recent five years with 17 and 9 respectively.

Rhode Island speeding crashes occur on roads with lower speed limits compared to other States. From 2011 to 2015, 47 percent of speeding-related fatalities occurred on roads with a speed limit of 30 mph or below. This percentage was higher than the region percentage (32 percent), and both were higher than the nationwide percentage of 14 percent. Ninety percent of the speeding-related fatalities in the State occurred on roads with a speed limit of 50 mph or less. This percentage was higher than the region (77 percent) and the nation (54 percent).

Enforcement efforts have improved annually, and Rhode Island increased the number of citations issued to 9,836 in 2018. Part of the multifaceted approach to this issue is paid media. OHS also has increased its' level of paid media buys during August one of the highest months for speed-related fatalities, to support the annual speed enforcement campaign in Rhode Island during that period. Fatal crashes will continue to be monitored and campaigns adjusted accordingly.

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 22 percent of the total fatalities in 2018. The safety belt use rate for Rhode Island, while steadily rising, has been well below the national rate over the last decade. The Rhode Island seat belt in 2018 was 88.8 percent, lower than the national rate of 89.6 percent. However, the increase in safety belt use also appears to be associated with the continued decline of unrestrained fatalities.

Additional analysis of 2014-2018 data show that most of unrestrained drivers in fatal crashes are white (72%) and 30% of occupants are under age 25.

Intended Subrecipients

RISP from Approved Vendor.

Countermeasure strategies

Countermeasure Strategy
Short-term, High Visibility Law Enforcement

Funding sources

Source Fiscal Year	Funding Source ID	Eligible Use of Funds	Estimated Funding Amount	Match Amount	Local Benefit
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2020	FAST Act NHTSA 402	Occupant Protection (FAST)	\$6,250.00	\$1,562.50	\$2,500.00
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Planned Activity: State Agenices (RISP) Seat Belt Law Enforcement Patrols & Training

Planned activity number: NHTSAM2HVE2005B

Primary Countermeasure Strategy ID:

Planned Activity Description

The RISP with the guidance of leaders and partners from Rhode Island's Traffic Safety Coalition will be responsible for organizing monthly meetings, trainings for committee members on various occupant protection goals and initiatives, coordinating community outreach efforts, tracking supported policy changes, as well as other responsibilities outlined in a scope of work to be developed and approved by the OHS, and the State Police. Funds will be set aside for a coordinator, occupant protection trainings for law enforcement and other individuals associated with the scope of work listed within the Strategic Plan.

Intended Subrecipients

Rhode Island State Police

Countermeasure strategies

Countermeasure Strategy
Short-term, High Visibility Law Enforcement

Funding sources

Source Fiscal Year	Funding Source ID	Eligible Use of Funds	Estimated Funding Amount	Match Amount	Local Benefit
2020	FAST Act 405b OP Low	405b Low HVE (FAST)	\$10,000.00	\$2,500.00	

Planned Activity: State Agenices (RISP) RI Impaired Driving & Training

Planned activity number: NHTSAFDL DAT2005

Primary Countermeasure Strategy ID:

Planned Activity Description

The RISP with the guidance of leaders and partners from Rhode Island's Traffic Safety Coalition will be responsible for organizing monthly meetings, trainings for committee members on various impaired driving goals and initiatives, coordinating community outreach efforts, tracking supported policy changes, assisting each subcommittee created within the IDPA and their activities, increasing the capacity, outreach and identity of the impaired driving emphasis team, as well as other responsibilities outlined in a scope of work to be developed and approved by the OHS, and the State Police. Funds will be set aside for a coordinator, impaired driving trainings for law enforcement and other individuals associated with the scope of work listed within the Strategic Plan..

Intended Subrecipients

Countermeasure strategies

Countermeasure Strategy
Short-term, High Visibility Law Enforcement

Funding sources

Source Fiscal Year	Funding Source ID	Eligible Use of Funds	Estimated Funding Amount	Match Amount	Local Benefit
2020	FAST Act 405d Impaired Driving Low	405d Impaired Driving Low (FAST)	\$130,481.00	\$32,620.25	

Planned Activity: State Agencies (RISP) RI Impaired Driving

Planned activity number: NHTSA164AL2015

Primary Countermeasure Strategy ID:

Planned Activity Description

The Rhode Island State Police “Stop All Impaired Driving” Unit is a proposed pilot specialized unit managed and supervised by the Rhode Island State Police dedicated to the reduction of impaired driving to support the Rhode Island Department of Transportation’s (RIDOT) 10-year zero fatality plan. While the focus of the unit will be targeted enforcement to detect impaired operators and reduce alcohol related crashes, the overall efforts of the unit will affect will reduce the number of motor vehicle crashes statewide.

The reduction in impaired operators and impaired driving motor vehicle crashes can be accomplished by utilizing a data driven approach to target areas across the state with high crash rates during times when most impaired driving crashes occur.

The activity of the Unit would include, but not be limited to:

The detection of impaired operators on Rhode Island roadways

Work in concert with law enforcement partners in identified communities

Collaboration with community and civic leaders to achieve broad based synchronized messaging

Coordination of, and with, the Breath Analysis Testing (BAT) Mobile Unit

Participation in state, regional and national impaired driving campaigns

All members assigned to the unit shall be trained and certified in impaired driving detection techniques to include Standard Field Sobriety Tests (SFST), breathalyzer operation, and Drug Recognition Expert (DRE).

The weekly schedule of members assigned to the unit would be consistent with data driven by the SHSP 10-year plan to reduce the number of impaired crashes as the state works toward zero fatalities.

The efforts of the unit will align with the scope of the Rhode Island State Police’s long-standing impaired driving education, outreach and enforcement efforts. Members assigned will be encouraged to speak publicly on highway safety related issues to schools, organizations, civic groups.

Implementation of the proposed pilot specialized unit requires funding for one (1) Captain, one (1)

Administrative Sergeant (program manager), one (1) Administrative Sergeant (collision reconstruction), one (1)

Patrol Sergeant, and four (4) Rhode Island State Troopers at 35 hours/week throughout the grant period.

Captain

The assigned Captain will provide supervision and leadership to the “Stop All Impaired Driving” Unit and oversee all activities associated with Highway Safety Grant Program. Duties will include but not be limited to:

Analyze data and adjust unit deployment and enforcement activities accordingly

Monitor activity of members assigned to ensure alignment with unit goals

Review, approve, share and maintain all reports related to unit activity

Ensure that members assigned maintain required training and certifications

Serve as the State Police representative at State Highway Safety Plan (SHSP) meetings and any other meetings related to highway traffic safety

Administrative Sergeant (Program Manager)

The Administrative Sergeant would serve as the State Police Office on Highway Safety Program Manager.

Duties will include but not be limited to:

Serve as the Rhode Island State Police liaison with the Office on Highway Safety

Work in concert with the RIDOT Office on Highway Safety to continue to provide Professional Safety Awareness Series presentation on Impaired Driving to local business and professional/civic organizations

Assist with Shifting Gear High School Program

Review, record and maintain all reports and data associated with activity related to the Highway Safety Grant program

Maintain certifications and serve as a Drug Recognition Expert (DRE) Instructor and Standardized Field Sobriety Test (SFST) Instructor

Submit monthly reports detailing all data and activity related to the Highway Safety Grant program

Assist the Office of Highway Safety and the Division in training Troopers in the detection and arrest of impaired operators

Administrative Sergeant (Collision Reconstruction)

The Administrative Sergeant would serve as the Collision Reconstruction Unit Supervisor. Duties will include but not be limited to:

Develop, implement, and coordinate of all traffic collision reconstruction activities for the Division of State Police

Supervise Troopers assigned to all serious and fatal motor vehicle crash investigations

Maintain contact and work with the State Traffic Safety Resource Prosecutor (TSRP) regarding criminal prosecution of all traffic related collisions involving fatality or serious bodily injury

Respond to and/or coordinate requests for traffic crash investigation assistance from other law enforcement agencies

Provide timely and accurate Fatality Analysis Reporting System (FARS) information for Division of State Police motor vehicle crash reports

Ensure accurate reporting of toxicology results as they related to Division of State Police motor vehicle crash reports to improve data collection and reporting

Collaborate with Rhode Island Department of Transportation and Office of Highway Safety regarding

the identification of locations and roadways prone to fatal motor vehicle crashes and conduct Roadway Safety Assessments in identified areas

Maintain Accreditation Commission for Traffic Accident Reconstruction (ACTAR) certification

Provide training related to traffic collision reconstruction investigations at various levels (recruit, in-service, recertification)

Patrol Sergeant

The Patrol Sergeant would oversee and supervise Troopers assigned to the “Stop All Impaired Driving” Unit. The Patrol Sergeant duties will include but not be limited to:

Serve as supervisor during Unit operations to include motor vehicle stops, administration of Standardized Field Sobriety or other impairment Tests and during arrests

Analyze data and adjust unit deployment and enforcement activities accordingly

Collect and review all reports and data obtained by the Unit and submit monthly activity report to the OHS Program Manager

Maintain certifications and serve as a Drug Recognition Expert (DRE) Instructor and Standardized Field Sobriety Test (SFST) Instructor

Assist the Office of Highway Safety and the Division in training Troopers in the detection and arrest of impaired operators

Trooper

The Troopers assigned to the “Stop All Impaired Driving” Unit will be assigned in locations and during times when the data suggests there is a higher probability of impaired operators and fatal crashes involving impaired operators. The Troopers duties will include but not be limited to:

Patrol during designated days/times dictated by data analysis

Maintain certifications as Drug Recognition Experts (DRE) and Standardized Field Sobriety Test (SFST)

Attend all certification classes for (DRE) and (SFST) course instruction.

Submit reports and data to the assigned Patrol Sergeant

Intended Subrecipients

Rhode Island State Police

Countermeasure strategies

Countermeasure Strategy
Short-term, High Visibility Law Enforcement

Funding sources

Source Fiscal Year	Funding Source ID	Eligible Use of Funds	Estimated Funding Amount	Match Amount	Local Benefit
2020	164 Transfer Funds-AL	164 Alcohol	\$960,760.00		\$384,304.00

Planned Activity: State Agencies (URI) DD Enforcement & Training

Planned activity number: NHTSA402DD2005

Primary Countermeasure Strategy ID:

Planned Activity Description

OHS will fund implementation of specific Distracted Driving enforcement patrols by the URI Police. Patrols are conducted 24 hours and there is mandatory participation in one annual enforcement period during the month of April 2019.

Intended Subrecipients

University of Rhode Island Police.

Countermeasure strategies

Countermeasure Strategy
Short-term, High Visibility Law Enforcement

Funding sources

Source Fiscal Year	Funding Source ID	Eligible Use of Funds	Estimated Funding Amount	Match Amount	Local Benefit
2020	FAST Act NHTSA 402	Distracted Driving (FAST)	\$2,000.00	\$500.00	\$800.00

Planned Activity: State Agencies (URI) Speed Enforcement & Training

Planned activity number: NHTSA402PT2006

Primary Countermeasure Strategy ID:

Planned Activity Description

OHS will fund for overtime patrols for speed enforcement to include mandatory participation in the “Obey the Sign or Pay the Fine” campaign. Patrols can be conducted day and night and must focus on identified problem areas. In Rhode Island, a fatality is defined as speed-related if one of the driver-related factors includes driving over the speed limit, excessive speed, driving too fast for conditions, or racing. A speed-related serious injury crash is defined as occurring when a citation is issued to a driver involved in the crash for exceeding the lawful speed limit. Speed was a likely factor in over 45% of fatalities in 2017 and 2018, which is dramatically higher than the 38% of all fatalities over the prior five-year period (2012-2016). 2017 saw a dramatic jump to 41 fatalities, compared to 23 in 2016. Most drivers in speed-related fatal crashes are between age 16 and 34 (63%), and 82 percent are white. The cities of Providence and Cranston have the highest numbers of speeding crashes in the most recent five years with 17 and 9 respectively. Rhode Island speeding crashes occur on roads with lower speed limits compared to other States. From 2011 to 2015, 47 percent of speeding-related fatalities occurred on roads with a speed limit of 30 mph or below. This percentage was higher than the region percentage (32 percent), and both were higher than the nationwide percentage of 14 percent. Ninety percent of the speeding-related fatalities in the State occurred on roads with a speed limit of 50 mph or less. This percentage was higher than the region (77 percent) and the nation (54 percent). Enforcement efforts have improved annually, and Rhode Island increased the number of citations issued to 9,836 in 2018. Part of the multifaceted

approach to this issue is paid media. OHS also has increased its' level of paid media buys during August one of the highest months for speed-related fatalities, to support the annual speed enforcement campaign in Rhode Island during that period. Fatal crashes will continue to be monitored and campaigns adjusted accordingly.

Intended Subrecipients

University of Rhode Island Police.

Countermeasure strategies

Countermeasure Strategy
Short-term, High Visibility Law Enforcement

Funding sources

Source Fiscal Year	Funding Source ID	Eligible Use of Funds	Estimated Funding Amount	Match Amount	Local Benefit
2020	FAST Act NHTSA 402	Police Traffic Services (FAST)	\$2,000.00	\$500.00	\$800.00

Planned Activity: State Agencies (RISP) Speed Enforcement/Equipment & Training

Planned activity number: NHTSA402PT2002

Primary Countermeasure Strategy ID:

Planned Activity Description

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

In Rhode Island, a fatality is defined as speed-related if one of the driver-related factors includes driving over the speed limit, excessive speed, driving too fast for conditions, or racing. A speed-related serious injury crash is defined as occurring when a citation is issued to a driver involved in the crash for exceeding the lawful speed limit.

Speed was a likely factor in over 45% of fatalities in 2017 and 2018, which is dramatically higher than the 38% of all fatalities over the prior five-year period (2012-2016). 2017 saw a dramatic jump to 41 fatalities, compared to 23 in 2016. Most drivers in speed-related fatal crashes are between age 16 and 34 (63%), and 82 percent are white. The cities of Providence and Cranston have the highest numbers of speeding crashes in the most recent five years with 17 and 9 respectively.

Rhode Island speeding crashes occur on roads with lower speed limits compared to other States. From 2011 to 2015, 47 percent of speeding-related fatalities occurred on roads with a speed limit of 30 mph or below. This percentage was higher than the region percentage (32 percent), and both were higher than the nationwide percentage of 14 percent. Ninety percent of the speeding-related fatalities in the State occurred on roads with a speed limit of 50 mph or less. This percentage was higher than the region (77 percent) and the nation (54

percent).

Enforcement efforts have improved annually, and Rhode Island increased the number of citations issued to 9,836 in 2018. Part of the multifaceted approach to this issue is paid media. OHS also has increased its' level of paid media buys during August one of the highest months for speed-related fatalities, to support the annual speed enforcement campaign in Rhode Island during that period. Fatal crashes will continue to be monitored and campaigns adjusted accordingly.

Intended Subrecipients

Rhode Island State Police

Countermeasure strategies

Countermeasure Strategy
Short-term, High Visibility Law Enforcement

Funding sources

Source Fiscal Year	Funding Source ID	Eligible Use of Funds	Estimated Funding Amount	Match Amount	Local Benefit
2020	FAST Act NHTSA 402	Police Traffic Services (FAST)	\$100,100.00	\$25,025.00	\$40,040.00

Planned Activity: DUI Patrol Vehicles

Planned activity number: NHTSA402PT2014

Primary Countermeasure Strategy ID: Sustained Enforcement

Planned Activity Description

OHS will fund the purchase of sixteen (16), Buy American Act Compliant, Police Utility vehicles, as a strategy to increase enforcement, awareness and education regarding driving while under the influence of alcohol.

Various police agencies throughout the state will be granted vehicles based upon the showing of need through data to include alcohol impaired crashes and arrests. These vehicles will be authorized for use in alcohol impaired driving under the influence patrols only but will have 7.5% proportional funding under 402PT and 7.5% Proportional funding under 405(e) .

These vehicles will ensure that officers always have a vehicle available to them to be used for DUI patrols. Aside from having a dedicated alcohol impaired driving enforcement vehicle available for use to officers, these vehicles will be used for education. The vehicles will be designed to graphically resemble one another with "DUI Task Force" prominently displayed on the vehicles as well as NHTSA's "Drive Sober or Get Pulled Over" message. This will create increased general deterrence and education for the public. When jurisdictions team up and wolfpack (saturation patrol) a particular area people will see several "DUI Task Force" vehicles working in that area. This, in conjunction with earned media created by the agencies and supported by RIDOT's OHS will create increased awareness.

In 2017 41% of fatal crashes in Rhode Island involved an alcohol impaired driver which is significantly higher than the 29% national average. Based upon the four "Strategies to Reduce Impaired Driving" on page 21 of

NHTSA’s “Countermeasures that work” these vehicles will help Rhode Island in 3 of the 4 categories. Deterrence, Communications and Outreach, and Prevention. With such a high percentage of alcohol related crashes these vehicles will serve a dual purpose by enabling officers to perform the impaired driving details in a suitable vehicle, and that vehicle will be a message to all who see it that Rhode Island’s Impaired Driving Task Force is aggressively seeking impaired drivers. We also intend on having a press event with all 16 vehicles, looking the same, lined up in front of the BAT mobile. This visual, along with the spoken message about the granting of the vehicles and how they will be employed should help the State of Rhode Island combat its troubling problem with Alcohol Impaired Drivers. Agencies whom are granted an Alcohol enforcement vehicle shall enter into a Memorandum of Understanding regarding the usage of these vehicles, agreeing to cover the maintenance costs of the vehicle, will guarantee mandatory patrols associated with NHTSA’s impaired driving calendar and also engage in sustained enforcement. The Office on Highway Safety will closely monitor their usage.

Intended Subrecipients

Countermeasure strategies

Countermeasure Strategy
Short-term, High Visibility Law Enforcement

Funding sources

Source Fiscal Year	Funding Source ID	Eligible Use of Funds	Estimated Funding Amount	Match Amount	Local Benefit
2020	FAST Act NHTSA 402	Police Traffic Services (FAST)	\$82,875.00	\$20,718.75	\$33,150.00

Program Area: Speed Management

Description of Highway Safety Problems

Problem Identification and Analysis

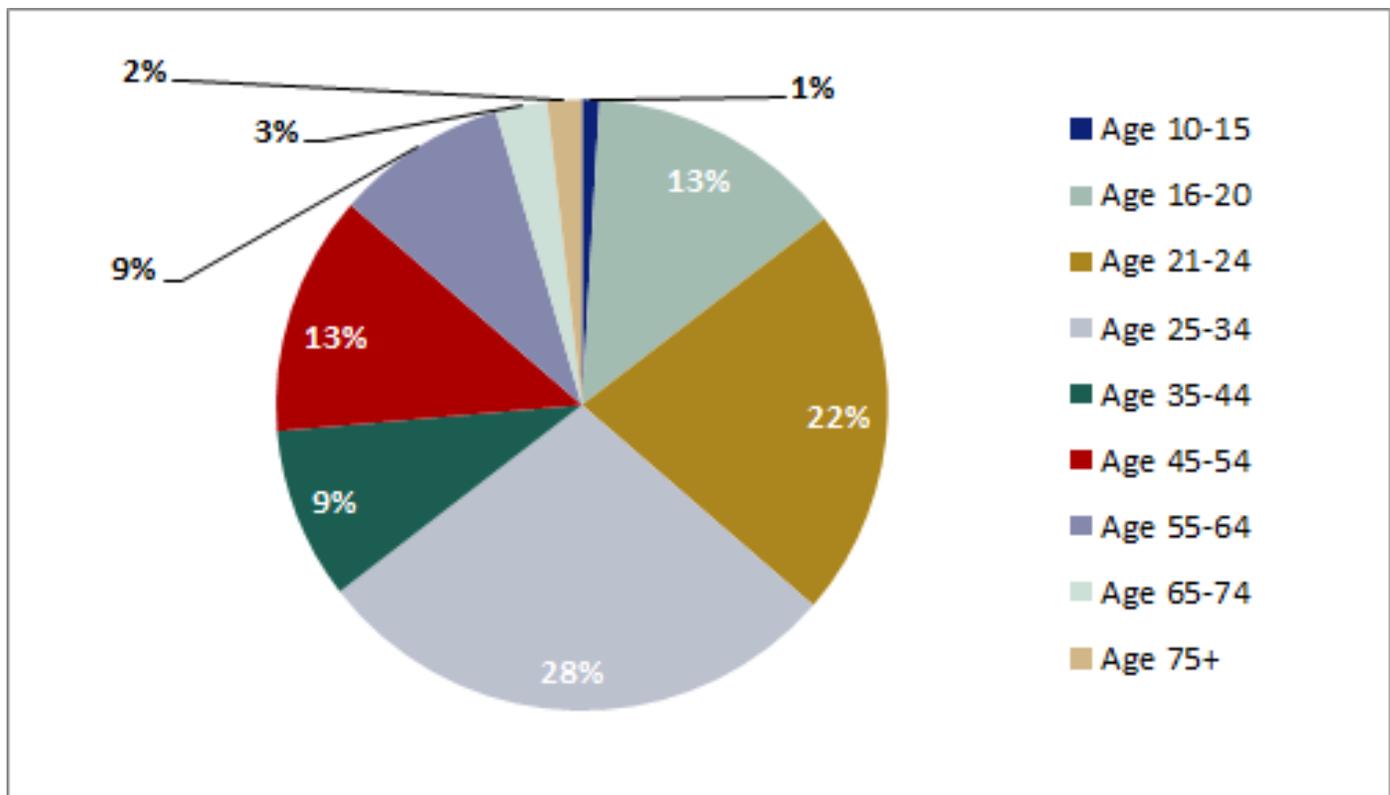
In Rhode Island, a fatality is defined as speed-related if one of the driver-related factors includes driving over the speed limit, excessive speed, driving too fast for conditions, or racing. A speed-related serious injury crash is defined as occurring when a citation is issued to a driver involved in the crash for exceeding the lawful speed limit.

Speed was a likely factor in over 45% of fatalities in 2017 and 2018, which is dramatically higher than the 38% of all fatalities over the prior five-year period (2012-2016). 2017 saw a dramatic jump to 41 fatalities, compared to 23 in 2016. The majority of drivers in speed-related fatal crashes are between age 16 and 34 (63%), and 82 percent are white. The cities of Providence and Cranston have the highest numbers of speeding crashes in the most recent five years with 17 and 9 respectively.

Rhode Island speeding crashes occur on roads with lower speed limits compared to other States. From 2011 to 2015, 47 percent of speeding-related fatalities occurred on roads with a speed limit of 30 mph or below. This percentage was higher than the region percentage (32 percent), and both were higher than the nationwide percentage of 14 percent. Ninety percent of the speeding-related fatalities in the State occurred on roads with a speed limit of 50 mph or less. This percentage was higher than the region (77 percent) and the nation as a whole (54 percent). Enforcement efforts have improved annually and Rhode Island increased the number of citations issued to 9,836 in 2018. Part of the multifaceted approach to this issue is paid media. OHS also has increased its' level of paid media buys during August, one of the highest months for speed-related fatalities, to support the annual speed enforcement campaign in Rhode Island during that period. Fatal crashes will continue to be monitored and campaigns adjusted accordingly.

Age of Drivers in Fatal Speeding Crashes (2014 to 2018)

Source: RIDOT/OHS, (2019)



Top Five Cities/Towns by Fatal Speeding Crashes

City/Town	2014	2015	2016	2017	2018	Total
Providence	0	4	4	4	5	17
Cranston	4	0	1	2	2	9
Warwick	1	4	0	2	1	8

North Kingstown	1	2	1	2	2	8
Coventry	0	0	3	3	1	7

Source: RIDOT/OHS (2019)

Strategic Partners

OHS has partnerships with local community safety organizations which promote respect to speed limits, the Rhode Island Department of Health, state and local law enforcement agencies, and AAA Northeast. In cooperation with the RIDOT, these groups promote transportation safety and the incorporation of safe roadway behavior including driving at posted speed limits.

Alignment with the SHSP

The 2017-2022 SHSP includes the following strategies to reduce speed-related driving fatalities:

Leadership

Establish a Speeding Task Force to engage leadership from various agencies.

Criminal Justice System

Enforce speeding laws to act as a deterrent to keep people from engaging in speed and aggressive driving behaviors.

Provide continuing education efforts for law enforcement.

Prevention and Treatment

Support education and outreach to promote safer driving.

Evaluation

Improve the quality of speeding data.

Use data to target speeding initiatives.

Infrastructure

Enhance roadway design to promote safe transportation practices among all users.

Associated Performance Measures

Fiscal Year	Performance measure name	Target End Year	Target Period	Target Value
2020	C-2) Number of serious injuries in traffic crashes (State crash data files)	2020	5 Year	348.00
2020	C-6) Number of speeding-related fatalities (FARS)	2020	5 Year	24.00

Countermeasure Strategies in Program Area

Countermeasure Strategy
Communication Campaign
Highway Safety Office Program Management

Countermeasure Strategy: Communication Campaign

Program Area: Speed Management

Project Safety Impacts

Since speeding-related fatalities increased in 2017, there is a greater emphasis on applying communication techniques to promote safer driving which helps to reduce the number of fatalities.

Linkage Between Program Area

The speed data determines there are a small number of communities where speed-related crashes are most likely to occur, particularly in larger communities. This will help to focus implementation efforts.

Rationale

Countermeasures That Work, Chapter 3, Section 4 describes "effective, high visibility communications and outreach are an essential part of successful speed and aggressive-driving enforcement program." This is a three-star strategy.

Planned activities in countermeasure strategy

Unique Identifier	Planned Activity Name
NHTSA402PM2003	Paid Media (PT)
NHTSA402PM2004	Creative Media (PT)
NHTSA402PT2008	VMS Message Boards
NHTSA402PT2012	Work Zone Orange Glove Safety Campaign

Planned Activity: Paid Media (PT)

Planned activity number: NHTSA402PM2003

Primary Countermeasure Strategy ID:

Planned Activity Description

OHS will develop and implement statewide paid and earned media campaigns for the "Obey the Sign or Pay the Fine" law enforcement mobilizations. The target audience will be 16- to 34-year-old males. Media materials will be produced in both English and Spanish and the venues will be chosen based on market data for each audience. This task will meet the requirements within the Grant Funding Policy Part II E by ensuring that all television advertisements include closed captioning. In addition, this project will be evaluated based on the criteria set out in the Section 402 Advertising Space Guidance. As stipulated by the MPA contract, the selected vendor will conduct a comprehensive post-buy analysis, which will serve as the evaluation for this project.

Intended Subrecipients

State-approved media vendor.

Countermeasure strategies

Countermeasure Strategy
Communication Campaign

Funding sources

Source Fiscal Year	Funding Source ID	Eligible Use of Funds	Estimated Funding Amount	Match Amount	Local Benefit
2020	FAST Act NHTSA 402	Paid Advertising (FAST)	\$100,000.00	\$25,000.00	\$40,000.00

Planned Activity: Creative Media (PT)

Planned activity number: NHTSA402PM2004

Primary Countermeasure Strategy ID:

Planned Activity Description

OHS’ contract with a public relations firm for creative media will include creation and production of ads for the “Obey the Sign or Pay the Fine” campaign. Focus groups will be conducted to determine the best creative direction to reach these audiences. This task will meet the requirements within the Grant Funding Policy Part II E by ensuring that all television advertisements include closed captioning. In addition, this project will be evaluated based on the criteria set out in the Section 402 Advertising Space Guidance.

Intended Subrecipients

State-approved media vendor.

Countermeasure strategies

Countermeasure Strategy
Communication Campaign

Funding sources

Source Fiscal Year	Funding Source ID	Eligible Use of Funds	Estimated Funding Amount	Match Amount	Local Benefit
2020	FAST Act NHTSA 402	Paid Advertising (FAST)	\$150,000.00	\$37,500.00	\$60,000.00

Planned Activity: VMS Message Boards

Planned activity number: NHTSA402PT2008

Primary Countermeasure Strategy ID:

Planned Activity Description

Portable Variable Message Boards to display the “Drive Sober or Get Pulled Over” or other High Visibility of DUI laws messages for law enforcement agencies to be used as part of the two national “Drive Sober or Get Pulled Over” impaired driving crackdowns as well as for monthly sustained enforcement as part of the HVE program funded by OHS with NHTSA monies. 10 cities/towns will be chosen based on data and those who help coordinate the States’ DUI task force details. Agencies chosen to receive grant funding to purchase Portable Variable Message Boards shall enter into a Memorandum of Agreement with the Office on Highway Safety regarding the effectiveness of safety messages. Furthermore, this Memorandum of Understanding will cover the usage of these tools and will make the subrecipient explicitly aware that the usage of these signs is restricted to

alcohol related safety messages; Speed enforcement safety messages; seatbelt safety messages; Distracted Driving safety messages; and Non-Motorized messaging. The Office on Highway Safety shall closely monitor the usage of these message boards for compliance. These VMS boards will be Buy America compliant and shall be proportionally funded, but will primarily be used for Alcohol Enforcement messaging 75% Alcohol; 25% Distracted; 25% Speed; 25% OP, and 25% Non-motorized.

Intended Subrecipients

TBD

Countermeasure strategies

Countermeasure Strategy
Communication Campaign

Funding sources

Source Fiscal Year	Funding Source ID	Eligible Use of Funds	Estimated Funding Amount	Match Amount	Local Benefit
2020	FAST Act NHTSA 402	Speed Management (FAST)	\$25,000.00	\$6,250.00	\$10,000.00

Planned Activity: Work Zone Orange Glove Safety Campaign

Planned activity number: NHTSA402PT2012

Primary Countermeasure Strategy ID: Sustained Enforcement

Planned Activity Description

One of RIDOT's experienced Work Zone safety staff was severely injured by an impaired driver this year. Although RIDOT supports and implements safety plans and training for all workers associated with road safety construction sites driving behavior continues to threaten all work zone safety staff. This program is twofold. One part is an educational module created with one of the state's unique charter schools, The New England Laborer's Construction Career Academy. The school has a 10 week work zone safety module which stresses dangerous driving behavior. The school has agreed to allow us to share our NHTSA safety knowledge with the students. We'll also be creating a Work Zone safety poster media competition. This program is intended to reach young students studying road construction as well as the general public. Although we have a move over law many people do not understand the law itself or its intention. This program will help increase the safety knowledge base. The created media earned and paid will help us with our educational efforts on a larger scale. venues to highlight the messages and spread the awareness of work zone safety responsibilities and efforts. Data that supports this effort;

Recent increase in the number of Rhode Island Traffic Crashes occurring within a work zone.

FFY17 588

FFY18 was 527

FFY19 900 (preliminary).

Intended Subrecipients

High school students and the general public

Countermeasure strategies

Countermeasure Strategy
Communication Campaign

Funding sources

Source Fiscal Year	Funding Source ID	Eligible Use of Funds	Estimated Funding Amount	Match Amount	Local Benefit
2020	FAST Act NHTSA 402	Police Traffic Services (FAST)	\$50,000.00	\$12,500.00	\$20,000.00

Countermeasure Strategy: Highway Safety Office Program Management

Program Area: Speed Management

Project Safety Impacts

The countermeasure strategy, with its focus on staff and office resources, is designed to maintain and implement the countermeasure strategies of the program area. The commitment of program management resources in this area will help to address issues such as the proportion of all fatal crashes in Rhode Island that involve speed, which is higher than New England and the United States for several of the past few years.

Linkage Between Program Area

The staff resources funded in this program area are used to monitor and prioritize the implementation of countermeasures, moving the program area towards its stated targets. Staff will coordinate resources and activities to support proven initiatives such as sustained enforcement and communication campaigns to help reduce speeds in the State.

Rationale

This countermeasure is used primarily to fund staff salaries to maintain consistent day-to-day implementation of program area activities.

Planned activities in countermeasure strategy

Unique Identifier	Planned Activity Name
NHTSA402OP2008	Occupant Protection Assessment
NHTSA402PT2001	Salaries (Speed)

Planned Activity: Occupant Protection Assessment

Planned activity number: NHTSA402OP2008

Primary Countermeasure Strategy ID:

Planned Activity Description

RIDOT requested NHTSA to conduct an Occupant Protection Assessment project. Funding will encompass all expenses and tasks associated with the assessment's scope of work.

Intended Subrecipients

TBD

Countermeasure strategies

Countermeasure Strategy
Highway Safety Office Program Management
OP RIOHS Office

Funding sources

Source Fiscal Year	Funding Source ID	Eligible Use of Funds	Estimated Funding Amount	Match Amount	Local Benefit
2020	402 - Traffic Safety	402 FAST Act OP Program Management	\$40,000.00	\$10,000.00	\$16,000.00

Planned Activity: Salaries (Speed)

Planned activity number: NHTSA402PT2001

Primary Countermeasure Strategy ID:

Planned Activity Description

Fees charged to NHTSA accounts for all Program Coordinators, as well as, interns/co-op students, and any additional staff secured.

Intended Subrecipients

Rhode Island Department of Transportation.

Countermeasure strategies

Countermeasure Strategy
Highway Safety Office Program Management

Funding sources

Source Fiscal Year	Funding Source ID	Eligible Use of Funds	Estimated Funding Amount	Match Amount	Local Benefit
2020	FAST Act NHTSA 402	Police Traffic Services (FAST)	\$102,000.00	\$25,500.00	\$0.00

Countermeasure Strategy: Sustained Enforcement

Program Area: Speed Management

Project Safety Impacts

Law enforcement when combined with other communication efforts in this program area provide the best method to promote safe driving habits in the State. National research shows that sustained enforcement of seat belt laws has recorded statewide belt use well above national belt use rates - similarly, sustained enforcement of speed laws, in the absence of speed cameras, are expected to have a similar effect in reducing speeding. Speed

was a likely factor in over 45% of fatalities in 2017 and 2018, which is dramatically higher than the 38% of all fatalities over the prior five-year period (2012-2016). 2017 saw a dramatic jump to 41 fatalities, compared to 23 in 2016. Most drivers in speed-related fatal crashes are between age 16 and 34 (63%), and 82 percent are white. Rhode Island speeding crashes occur on roads with lower speed limits compared to other States. From 2011 to 2015, 47 percent of speeding-related fatalities occurred on roads with a speed limit of 30 mph or below. This percentage was higher than the region percentage (32 percent), and both were higher than the nationwide percentage of 14 percent. Ninety percent of the speeding-related fatalities in the State occurred on roads with a speed limit of 50 mph or less. This percentage was higher than the region (77 percent) and the nation (54 percent).

Enforcement efforts have improved annually, Rhode Island increased the number of citations issued to 9,836 in 2018.

Linkage Between Program Area

While speeding fatalities spiked in 2017, a reduction in fatalities was achieved in 2018 due to stronger and continued enforcement efforts. Continuing these efforts is needed to lower fatality numbers toward prior annual totals or even to zero.

Rationale

While the five-star strategy of speed cameras receives limited use in Rhode Island, sustained enforcement provides the greatest geographic breadth and has the flexibility to reach out to targeted communities. Sustained enforcement combined with communication efforts will help promote a safe driving attitude among drivers.

Planned activities in countermeasure strategy

Unique Identifier	Planned Activity Name
NHTSA402PT2003	State Agencies (RIMPA) Law Enforcement Highway Safety Training Coordinator (LEHSTC) Including Drug Recognition Expert (DRE) Training and Statewide Program & ATS
NHTSA402PT2007	RI Police Chiefs Association - Safety Partnership Program
NHTSA402PT2009	Municipalities Speed Initiative

Planned Activity: State Agencies (RIMPA) Law Enforcement Highway Safety Training Coordinator (LEHSTC) Including Drug Recognition Expert (DRE) Training and Statewide Program & ATS

Planned activity number: NHTSA402PT2003

Primary Countermeasure Strategy ID:

Planned Activity 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, 2018 through September 30, 2019 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 through Rhode Island through training and other duties as determine by the OHS. The LEHSTC will accomplish these duties and responsibilities through day to day contact with all Grant Managers in the municipalities as well as act as the highway safety contact with the Rhode Island Chiefs of Police and other highway safety advocates in Rhode Island.

Intended Subrecipients

Rhode Island Municipal Police Academy.

Countermeasure strategies

Countermeasure Strategy
Sustained Enforcement

Funding sources

Source Fiscal Year	Funding Source ID	Eligible Use of Funds	Estimated Funding Amount	Match Amount	Local Benefit
2020	FAST Act NHTSA 402	Police Traffic Services (FAST)	\$51,827.00	\$12,956.75	\$20,730.80

Planned Activity: RI Police Chiefs Association - Safety Partnership Program

Planned activity number: NHTSA402PT2007

Primary Countermeasure Strategy ID:

Planned Activity Description

There is increasing need for statewide law enforcement executive oversight of Highway Safety funds in order to promote more efficient and effective use of them in every municipality to maintain consistent law enforcement efforts and introduce information and training opportunities targeting highway safety initiatives. Promoting that at the Chiefs' level will elevate it to priority status. RIDOT is dependent upon all police departments in the state to submit specific data in order for RIDOT to give accurate statistical information to NHTSA which in turn justifies the request for future funding within the state. Many times, the data transferals depend on department leadership priorities. The RIPCA will encourage priority of data collection at an Executive Level. The partnership between RIPCA and RIDOT/OHS is currently being handled by individuals at local levels as well as through the Executive Board at RIPCA. RIPCA has recognized that full time chiefs do not have the time

necessary to handle these issues on a statewide basis. RIDOT/OHS will partner with RIPCA on other traffic safety initiatives to include distracted driving and pedestrian safety.

Funding will allow the RIPCA to disseminate information from the Office on Highway Safety to all active law enforcement leadership entities and other state agencies (ie; DEM). The RIPCA will also lead a media effort which includes law enforcement safety information by all municipalities. This project supports a portion of the salary of the RI Police Chiefs’ Executive Director’s salary. It also affords the membership of the RIPCA an opportunity to create and buy media pieces which highlight municipal law enforcement messages and efforts. Any media pieces will be pre-approved by the OHS. Success will be measured by the increased buy in and law enforcement participation by PD Chiefs regarding all highway safety initiatives.

This planned activity is listed three times in the HSP and will cost \$200,000. This is split funded between the three projects NHTSA402PT2007 (\$50,000), NHTSA164AL2004 (\$100,000), and NHTSA402DD2006 (\$50,000). This supports the ED’s position as well as efforts for a media campaign to include creative, social, and paid media. This past year they created a campaign to complement our Distracted Driving efforts and in 2020 they will once again mirror one of our multiple campaigns which is dictated by shared data. The ED will continue to assist our efforts to increase law enforcement traffic safety activities and will also bring our efforts to Law Enforcement leadership. The ED will work as one of the OHS’s most cooperative team members and stakeholders. They will supply monthly reports as will all our sub grantees.

Intended Subrecipients

Rhode Island Police Chiefs Association (RIPCA).

Countermeasure strategies

Countermeasure Strategy
Sustained Enforcement

Funding sources

Source Fiscal Year	Funding Source ID	Eligible Use of Funds	Estimated Funding Amount	Match Amount	Local Benefit
2020	FAST Act NHTSA 402	Police Traffic Services (FAST)	\$50,000.00	\$12,500.00	\$20,000.00

Planned Activity: Municipalities Speed Initiative

Planned activity number: NHTSA402PT2009

Primary Countermeasure Strategy ID:

Planned Activity Description

OHS will fund the implementation of an innovative Speed Enforcement program utilizing local data provided by the police relating to speed and crash data. High-visibility enforcement campaigns have been used to deter speeding and aggressive driving through specific and general deterrence. In the high-visibility enforcement model, law enforcement targets certain high-crash or high-violation geographical areas using either expanded regular patrols or designated aggressive driving patrols. The objective is to convince the public that speeding

and aggressive driving actions are likely to be detected and that offenders will be arrested and punished. In Rhode Island, a fatality is defined as speed-related if one of the driver-related factors includes driving over the speed limit, excessive speed, driving too fast for conditions, or racing. A speed-related serious injury crash is defined as occurring when a citation is issued to a driver involved in the crash for exceeding the lawful speed limit.

Speed was a likely factor in over 45% of fatalities in 2017 and 2018, which is dramatically higher than the 38% of all fatalities over the prior five-year period (2012-2016). 2017 saw a dramatic jump to 41 fatalities, compared to 23 in 2016. Most drivers in speed-related fatal crashes are between age 16 and 34 (63%), and 82 percent are white. The cities of Providence and Cranston have the highest numbers of speeding crashes in the most recent five years with 17 and 9 respectively.

Rhode Island speeding crashes occur on roads with lower speed limits compared to other States. From 2011 to 2015, 47 percent of speeding-related fatalities occurred on roads with a speed limit of 30 mph or below. This percentage was higher than the region percentage (32 percent), and both were higher than the nationwide percentage of 14 percent. Ninety percent of the speeding-related fatalities in the State occurred on roads with a speed limit of 50 mph or less. This percentage was higher than the region (77 percent) and the nation (54 percent). Enforcement efforts have improved annually, and Rhode Island increased the number of citations issued to 9,836 in 2018.

A partnership of local city/town departments, media group and the OHS will implement a program targeting speed issues with media outreach and enforcement efforts. The targeted area and operator demographics will be generated by the law enforcement department from a detailed analysis of their local data to specific “hot spots” and not an overall reach within their jurisdiction. Police will review local data prior to implementation so an evaluation can be conducted of the impact this targeted deployment effort had at the “hot spot”. Outreach will be conducted in conjunction with and separately targeting the risky behavior of speeding. This program will establish ownership of the program within the local department to increase participation and completion. This program will allocate funds to the participating departments for overtime enforcement patrols that will be conducted during preselected weeks of the “100 Deadliest Days” to obtain the greatest impact to concentrated incidents of fatal and serious injury crashes. Earned media will be expected. Enforcement areas will be evidence based and on the overall community safety needs. Results will be measured utilizing citation analysis, officer reports, crash data, and speed study data and analysis following the completion of the speed initiative program at the conclusion of the fiscal year.

Intended Subrecipients

All municipal police departments.

Countermeasure strategies

Countermeasure Strategy
Sustained Enforcement

Funding sources

Source Fiscal Year	Funding Source ID	Eligible Use of Funds	Estimated Funding Amount	Match Amount	Local Benefit
2020	FAST Act NHTSA 402	Police Traffic Services (FAST)	\$100,000.00	\$25,000.00	\$40,000.00

Program Area: Traffic Records

Description of Highway Safety Problems

The State of Rhode Island Traffic Records Coordinating Committee is responsible for promoting the improvement of the State's traffic records data systems. These data systems consist of Crash, Driver, Vehicle, Roadway, Citation/Adjudication, and Injury Surveillance. The State has implemented or upgraded many of these systems including the State's Crash Reporting System, the EMS Run Reporting System, and the Citation system. This plan includes an update of activity for existing projects and descriptions of proposed projects that will further improve the State's traffic records data systems. Additionally, this plan includes performance measures that demonstrate improvements in performance for Crash timeliness and completeness for collection of location data (latitude and longitude).

The Rhode Island Crash Data Management System saw a significant update in CY2007 to increase its compliance with the MMUCC (Model Minimum Uniform Crash Criteria) national crash data standard. This system has a 100% adoption rate by law enforcement agencies in the State and has an impressive accuracy of 98.95% crashes that meet the Rhode Island crash data standard (see Section 3.1.2, Crash Accuracy).

Rhode Island DOT set a goal in FFY 2020 to improve the Integration of the Crash and Roadway systems as measured in terms of an increase in:

The percentage of crash records which were successfully linked to a location within the Roadway system.

Rhode Island will improve the Integration of the Crash system and the Roadway system. The relationship between these systems is now bi-directional. The Roadway system can consume crash data from the Crash system directly from database views made available on 2/16/2019. The Crash system accesses the roadway's map information using a locator service. The Roadway system was updated to a new version which provides a higher probability for the matches between crash locations and roadway locations.

The measureable progress will be shown using the following method:

Count the crashes total number of crashes for the baseline and current time periods. Count the crash records which had valid location information collected from the Roadway system during each time period. Then, calculate the percentage of crashes with associated roadway information for each period.

The baseline period is from April 1, 2017 to March 31, 2018. Location records are limited to those created during the baseline period.

The current performance period is from April 1, 2019 to March 31, 2019. Location records are limited to those created during the current period.

Numbers in this performance measure represent all crashes entered into the Crash system from all reporting agencies in Rhode Island.

The baseline period had 35945 crashes with associated roadway locations out of 49302 total crashes resulting in 72.91% integration.

The current period had 37879 crashes with associated roadway locations out of 48663 total crashes resulting in 77.84% integration.

The result is an increase of 4.93%.

Through FFY2020 and beyond, the State will continue to implement improvements related to NHTSA's most recent Traffic Records Assessment recommendations. The projects in this plan have been proposed to resolve deficiencies identified during the assessment.

Grant funds awarded under Section 405c shall be used to make quantifiable, measurable progress improvements in the accuracy, completeness, timeliness, uniformity, accessibility, or integration of data in a core highway safety database.

Strategic Partners

OHS will continue to work with members of the TRCC, including RIDOT, FMCSA, FHWA, RIDMV, Rhode Island Traffic Tribunal, Rhode Island Department of Health, local/state police, and public/private organizations to improve Rhode Island's traffic records system.

Alignment with the SHSP

The 2017-2022 SHSP includes the following strategies to data gaps and challenges:

Leadership

Improve inter-agency collaboration and data uniformity.

Improve timeliness, accuracy, and completeness of traffic records data collection, analysis processes, accessibility, distribution and systems.

Criminal Justice System

Propose revisions to Rhode Island Crash Report to enhance the report while satisfying the Model Minimum Uniform Crash Criteria (MMUCC).

Prevention and Treatment

Provide training to law enforcement to improve crash data collection and analysis.

Reach out to localities to support transportation safety data and analytical efforts.

Promote the importance of high quality traffic and crash data in enhance transportation safety.

Evaluation

Evaluate data systems annually to identify possible deficiencies or data needs.

Improve injury data.

Continue to use and build upon the Crash Records Management Systems (CRMS).

Improve the completeness and accuracy of pedestrian and bicycle crash data.

Infrastructure

Continue to make data-driven decisions surrounding traffic safety.

Identify and implement advanced technologies, techniques, and hardware to collect, and manage crash data.

Associated Performance Measures

Fiscal Year	Performance measure name	Target End Year	Target Period	Target Value
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2020	Percentage of crash records successfully linked to a location within the roadway system	2020	Annual	5.00
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Countermeasure Strategies in Program Area

Countermeasure Strategy
Highway Safety Office Program Management
Improves integration between one or more core highway safety databases
Improves uniformity of a core highway safety database

Countermeasure Strategy: Highway Safety Office Program Management

Program Area: Traffic Records

Project Safety Impacts

The countermeasure strategy, with its focus on staff and office resources, is designed to maintain and implement the countermeasure strategies of the program area. The commitment of program management resources in this area will help to address issues such as the completeness and uniformity of the data that is collected.

Linkage Between Program Area

The staff resources funded in this program area are used to monitor and prioritize the implementation of countermeasures, moving the program area towards its stated targets. Staff will coordinate resources and activities to support initiatives such as the Traffic Records Strategic Plan that contains performance metrics that when achieved will result in an improved system of traffic records.

Rationale

This countermeasure is used primarily to fund staff salaries to maintain consistent day-to-day implementation of program area activities.

Planned activities in countermeasure strategy

Unique Identifier	Planned Activity Name
NHTSA402TR2001	TRCC Assessment
NHTSAF19062000	Audit Fees
NHTSAF19062001	Consultant Annual Reports/Maint.
NHTSAF19062002	Data Analysis
NHTSAF19062003	CCPRA Data Analytics Reporting
NHTSAM3DA2000C	Audit Fees
NHTSAM3DA2001C	Salaries (Traffic Records Research)
NHTSAM3DA2004C	Data Project (Survey) RFP
NHTSAM3DA2007C	RI DOT OHS- Crash Form Training

Planned Activity: TRCC Assessment

Planned activity number: NHTSA402TR2001

Primary Countermeasure Strategy ID:

Planned Activity Description

RIDOT requested NHTSA to conduct a TRCC Assessment project. Funding will encompass all expenses and tasks associated with the assessment's scope of work.

Intended Subrecipients

TBD

Countermeasure strategies

Countermeasure Strategy
Highway Safety Office Program Management

Funding sources

Source Fiscal Year	Funding Source ID	Eligible Use of Funds	Estimated Funding Amount	Match Amount	Local Benefit
2020	FAST Act NHTSA 402	Traffic Records (FAST)	\$40,000.00	\$10,000.00	\$16,000.00

Planned Activity: Audit Fees

Planned activity number: NHTSAF19062000

Primary Countermeasure Strategy ID: Highway Safety Office Program Management

Planned Activity Description

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

Intended Subrecipients

Rhode Island Department of Transportation.

Countermeasure strategies

Countermeasure Strategy
Highway Safety Office Program Management

Funding sources

Source Fiscal Year	Funding Source ID	Eligible Use of Funds	Estimated Funding Amount	Match Amount	Local Benefit
2020	FAST Act 1906 Prohibit Racial Profiling	1906 Collecting and Maintaining Data	\$2,800.00		

Planned Activity: Consultant Annual Reports/Maint.

Planned activity number: NHTSAF19062001

Primary Countermeasure Strategy ID:

Planned Activity Description

RIDOT/OHS will contract with outside consultants to create a reporting system (ATRION, Inc and CCU for analytic purposes), maintain IT requirements, and service all Rhode Island law enforcement agencies (ATRION) in their mandate to collect data sets included within Rhode Island’s CCPRA statute. The OHS will also provide updated software and equipment necessary for law enforcement agencies to comply with the statute. The funds will also support RIDOT’S MIS data maintenance and service requirements.

Intended Subrecipients

TBD

Countermeasure strategies

Countermeasure Strategy
Highway Safety Office Program Management

Funding sources

Source Fiscal Year	Funding Source ID	Eligible Use of Funds	Estimated Funding Amount	Match Amount	Local Benefit
2020	FAST Act 1906 Prohibit Racial Profiling	1906 Collecting and Maintaining Data	\$400,000.00		

Planned Activity: Data Analysis

Planned activity number: NHTSAF19062002

Primary Countermeasure Strategy ID:

Planned Activity Description

Fees charged to NHTSA accounts for FARS Analyst, four Program Coordinators, Administrative Assistant, and Financial Accounting and Reporting, as well as, interns/co-op students.

Intended Subrecipients

Rhode Island Department of Transportation.

Countermeasure strategies

Countermeasure Strategy
Highway Safety Office Program Management

Funding sources

Source Fiscal Year	Funding Source ID	Eligible Use of Funds	Estimated Funding Amount	Match Amount	Local Benefit
2020	FAST Act 1906 Prohibit Racial Profiling	1906 Collecting and Maintaining Data	\$50,000.00	\$0.00	

Planned Activity: CCPRA Data Analytics Reporting

Planned activity number: NHTSAF19062003

Primary Countermeasure Strategy ID:

Planned Activity Description

OHS in partnership with CCSU, RI Law Enforcement and Community Organizations will conduct a Summit to provide education and outreach on the importance of reducing the impact of implicit bias within the collection of traffic stop data. The Summit will focus on the presentation of the historical data and analysis of the States racial profiling statistics since the inception of the current Rhode Island Law which started in 2016. The Summit will also provide the opportunity to start a dialogue with community, law enforcement and other stakeholders on potential impacts to data collection services, methods and training enhancements. Racial profiling data collection is vital to maintain a level of transparency of law enforcement efforts and the impacts it has on traffic safety efforts. HVE programs can have a direct impact to these statistics. This data must be analyzed so everyone can observe the correlation of the departments routine efforts as compared to the HVE and related targeted audiences. An estimate of 100 stakeholders would be expected to attend with potential for more depending on the venue's capacity. The Summit would be open to all with a goal to include as many as possible.

On July 10, 2015 Governor Gina Raimondo signed House Bill, 2015-H 5819 Sub A, and Senate Bill, 2015-S 669 as Amended into law (R.I. Gen. Laws § 31-21.2-1 et seq.) The law, also known as the Comprehensive Police-Community Relationship Act of 2015 (CCPRA) “honors the community's desire for just stop and search procedures, while permitting law enforcement to maintain public safety and implement best practices.” One component of CCPRA requires the Rhode Island department of transportation to “conduct a study of routine traffic stops by the Rhode Island state police and each municipal police department in order to determine whether racial disparities in traffic stops exist, and to determine whether searches of vehicles and motorists are being conducted in a disparate manner.” The report is produced in fulfillment of this requirement.

CCPRA requires Rhode Island police departments to collect and report information on all traffic stops. Traffic stop data collection is completed for each routine traffic stop. The officer, directly following the stop, typically collects the information electronically. There is a total of sixteen data elements collected which gather information on the driver (race, ethnicity, age, gender) and the traffic stop (time of day, result of stop, search, etc.). Data is then sent to the Rhode Island Department of Transportation (RIDOT) where, on a quarterly basis, a summary report of the monthly data provided by each department and the state police is published by Central Connecticut State University (CCSU).

The findings presented are the first step – essentially the foundation – of a process to better understand how enforcement of traffic laws impact segments of Rhode Island's driving population. These analyses serve as a screening tool, essentially highlighting areas where disparities between races and ethnicities are greatest in traffic enforcement throughout the state, thereby providing guidance as where researchers, law enforcement administrators, community members and other appropriate stakeholders can focus resources on those departments displaying the greatest level of disparities in their respective stop data.

<http://www.dot.ri.gov/community/CCPRA/index.php> Excerpt from CCSU report.

Intended Subrecipients

Central Connecticut State University (CCSU).

Countermeasure strategies

Countermeasure Strategy
Highway Safety Office Program Management

Funding sources

Source Fiscal Year	Funding Source ID	Eligible Use of Funds	Estimated Funding Amount	Match Amount	Local Benefit
2020	FAST Act 1906 Prohibit Racial Profiling	1906 Collecting and Maintaining Data	\$100,000.00	\$0.00	

Planned Activity: Audit Fees

Planned activity number: NHTSAM3DA2000C

Primary Countermeasure Strategy ID: Highway Safety Office Program Management

Planned Activity Description

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

Intended Subrecipients

Rhode Island Department of Transportation.

Countermeasure strategies

Countermeasure Strategy
Highway Safety Office Program Management

Funding sources

Source Fiscal Year	Funding Source ID	Eligible Use of Funds	Estimated Funding Amount	Match Amount	Local Benefit
2020	FAST Act 405c Data Program	405c Data Program (FAST)	\$2,700.00	\$675.00	

Planned Activity: Salaries (Traffic Records Research)

Planned activity number: NHTSAM3DA2001C

Primary Countermeasure Strategy ID:

Planned Activity Description

Fees charged to NHTSA accounts for FARS Analyst and four to five Program Coordinators, as well as, interns/co-op students.

Intended Subrecipients

Rhode Island Department of Transportation.

Countermeasure strategies

Countermeasure Strategy
Highway Safety Office Program Management

Funding sources

Source Fiscal Year	Funding Source ID	Eligible Use of Funds	Estimated Funding Amount	Match Amount	Local Benefit
2020	MAP 21 405c Data Program	405c Data Program (MAP-21)	\$175,000.00	\$43,750.00	

Planned Activity: Data Project (Survey) RFP

Planned activity number: NHTSAM3DA2004C

Primary Countermeasure Strategy ID:

Planned Activity Description

An RFP will be created to conduct a crash data survey, collection and analysis project to be used by RIDOT, the OHS and the traffic safety coalition to compile and analyze crash data so the traffic safety coalition can focus on crash related initiatives based upon relevant data. .

Intended Subrecipients

TBD

Countermeasure strategies

Countermeasure Strategy
Highway Safety Office Program Management

Funding sources

Source Fiscal Year	Funding Source ID	Eligible Use of Funds	Estimated Funding Amount	Match Amount	Local Benefit
2020	FAST Act 405c Data Program	405c Data Program (FAST)	\$300,000.00	\$75,000.00	

Planned Activity: RI DOT OHS- Crash Form Training

Planned activity number: NHTSAM3DA2007C

Primary Countermeasure Strategy ID:

Planned Activity Description

OHS will conduct training for the updates to the crash report based on MMUCC requirements. This will include training and presentations to all law enforcement which can include power point or web-based training and handouts or brochures. Dash cards will be made to given to the departments to place into police cruisers as a quick reference for officers completing crash reports.

Intended Subrecipients

All law enforcement agencies.

Countermeasure strategies

Countermeasure Strategy
Highway Safety Office Program Management

Funding sources

Source Fiscal Year	Funding Source ID	Eligible Use of Funds	Estimated Funding Amount	Match Amount	Local Benefit
2020	FAST Act 405c Data Program	405c Data Program (FAST)	\$75,000.00	\$18,750.00	

Countermeasure Strategy: Improves integration between one or more core highway safety databases

Program Area: Traffic Records

Project Safety Impacts

Rhode Island has seen improvement in its accuracy and completeness of its crash records through the cooperation of data partners. The results of the most recent Traffic Records Assessment indicates that are opportunities to improve in other areas of data such as integration and uniformity. Increased partnerships between health-related agencies and organizations can help strengthen the linkage of crash and hospital data which can provide valuable information that is lacking in crash system.

Linkage Between Program Area

The adopted performance targets not only refer to accuracy and completeness but also to integration. The planned activities work toward integrated datasets that are accessible to a variety of Rhode Island highway safety partners.

Rationale

For FFY2020, the State will continue to implement improvements related to NHTSA's most recent Traffic Records Assessment recommendations. The projects in this plan have been proposed to resolve deficiencies identified during the assessment.

Planned activities in countermeasure strategy

Unique Identifier	Planned Activity Name
NHTSAM3DA2003C	State Agencies (HEALTH) EMS Maintenance Contract Fee
NHTSAM3DA2006C	Traffic Records Data Warehouse

Planned Activity: State Agencies (HEALTH) EMS Maintenance Contract Fee

Planned activity number: NHTSAM3DA2003C

Primary Countermeasure Strategy ID:

Planned Activity Description

NHTSA funds will support the Rhode Island Emergency Medical Services Information System (RI-EMSIS), specifically to defray the cost for the state's vendor ImageTrend to host and maintain the system. Since its implementation in 2012, the Center for Emergency Medical Services (CEMS) has collected 729,027 electronic run reports, including 17,026 related to incidents involving motor vehicles and pedestrians.

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 particular office. This data collection and upload is accomplished via the ImageTrend system.

Intended Subrecipients

Rhode Island Department of Health (EMS)

Countermeasure strategies

Countermeasure Strategy
Improves integration between one or more core highway safety databases

Funding sources

Source Fiscal Year	Funding Source ID	Eligible Use of Funds	Estimated Funding Amount	Match Amount	Local Benefit
2020	MAP 21 405c Data Program	405c Data Program (MAP-21)	\$59,000.00	\$14,750.00	

Planned Activity: Traffic Records Data Warehouse

Planned activity number: NHTSAM3DA2006C

Primary Countermeasure Strategy ID: Improves integration between one or more core highway safety databases

Planned Activity Description

Develop a data warehouse into which all traffic records systems submit data; develop linkages between the various data sets and provide data warehouse drill down and reporting capabilities that support highway safety decision-making.

We will build a shared drive within our unit dedicated to data storage (new and historical) and analytics of that data. The data will address all issue areas we address and will integrate those areas when necessary. We are looking at this as a tool to support our funding and program decision making processes.

The past Rhode Island Strategic Highway Safety Plan (SHSP) identified several areas with data deficiencies. The TRCC remains the identified body that will work to address the data-related action steps highlighted in the

SHSP. Data issues identified by the SHSP 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.Those are our identified problems. In creating a Data Warehouse we are committed to supporting data linkage efforts within DOT that link crash information with engineering safety data.

This warehouse will help link and integrate systems to make driver and vehicle data more robust and useful in combatting the impaired driving problem in Rhode Island. We would develop a Driving Under the Influence tracking system that is available to all those who interact with impaired drivers so that a driver can be tracked from arrest through adjudication to post-adjudication treatment and compliance. This system would require reporting of any charge of Driving Under the Influence to the driver history record, regardless of disposition. It would also necessitate the automation of the posting of appropriate conviction data to the driver history file and driver records.

Intended Subrecipients

TBD

Countermeasure strategies

Countermeasure Strategy
Improves integration between one or more core highway safety databases

Funding sources

Source Fiscal Year	Funding Source ID	Eligible Use of Funds	Estimated Funding Amount	Match Amount	Local Benefit
2020	FAST Act 405c Data Program	405c Data Program (FAST)	\$200,000.00	\$50,000.00	

Countermeasure Strategy: Improves uniformity of a core highway safety database

Program Area: Traffic Records

Project Safety Impacts

Rhode Island has seen improvement in its accuracy and completeness of its crash records through the cooperation of data partners. The results of the most recent Traffic Records Assessment indicates that are opportunities to improve in other areas of data such as integration and uniformity. Increased partnerships between health-related agencies and organizations can help strengthen the linkage of crash and hospital data which can provide valuable information that is lacking in crash system.

Linkage Between Program Area

The adopted performance targets not only refer to accuracy and completeness but also to integration. The planned activities work toward integrated datasets that are accessible to the variety of highway safety partners in the State.

Rationale

For FFY2020, the State will continue to implement improvements related to NHTSA’s most recent Traffic Records Assessment recommendations. The projects in this plan have been proposed to resolve deficiencies identified during the assessment.

Planned activities in countermeasure strategy

Unique Identifier	Planned Activity Name
NHTSAM3DA2005C	Crash MMUCC Revisions

Planned Activity: Crash MMUCC Revisions

Planned activity number: NHTSAM3DA2005C

Primary Countermeasure Strategy ID: Improves uniformity of a core highway safety database

Planned Activity Description

OHS will purchase various training materials to support the MMUCC Crash reporting project. With the requirement to change our serious injury data input form we will need to create new templates which explain what we need officers to do to assure our federal reporting requirements. In conjunction with training law enforcement of the updates to MMUCC reporting requirements, the OHS will purchase various training materials through an approved vendor. This will include handouts, brochures and dash cards for police vehicles as a quick reference guide for data input. This funding may also potentially be utilized to fund compliance with MMUCC 5. None of the funding will be used to cover salary, however, consideration will be given to hire a consultant.

Intended Subrecipients

TBD

Countermeasure strategies

Countermeasure Strategy
Improves uniformity of a core highway safety database

Funding sources

Source Fiscal Year	Funding Source ID	Eligible Use of Funds	Estimated Funding Amount	Match Amount	Local Benefit
2020	FAST Act 405c Data Program	405c Data Program (FAST)	\$150,000.00	\$37,500.00	

Program Area: Young Drivers

Description of Highway Safety Problems

Problem Identification and Analysis

Over the years, crash statistics in Rhode Island have shown young drivers are overrepresented in serious injury and fatal crashes. For example, in 2012, young drivers’ ages 16 to 20 years represented 4.1 percent of Rhode Island’s licensed driver population, yet comprised 4.6 percent

of drivers involved in fatal crashes. Preliminarily, younger driver-related crashes make up 11 percent of the 2018 annual crashes. This is reduction from 16 percent observed in 2017.

The top communities for young driver fatalities from 2014 to 2018 are Providence, Cranston, Johnston, Exeter, and Warwick.

The OHS has made substantial inroads combating issues in young driver safety. As part of the multifaceted approach to this issue OHS has facilitated a program to reach young drivers through fun educational activities like ThinkFast with the hope that students will more readily retain important highway safety messaging if they are engaged in a fun activity as opposed to a classroom environment. The ThinkFast intervention produced statistically significant improvements in knowledge about highway safety (teens gained 28.66 points from pre to post-score) and significant improvement in attitudes towards the graduated driving licensing (GDL) related behaviors of being out after curfew, not obeying passenger restrictions, talking on a cell while driving, and speeding.

Legislation also was passed during 2014 to mandate “Distracted Driving information be taught and tested as part the State’s Drivers Licensing program.” The new “hands-free” law also took effect on June 1, 2018 that will assist police to enforce the cell phone laws for young drivers.

We may see other problems in the future. Research by the AAA Foundation for Traffic Safety (AAAFTS) and the Insurance Institute for Highway Safety recently reported that national trends indicate more and more young drivers are waiting until they are 18 before they get their driver’s license. When asked why they are waiting, teenagers sited cost as a factor in their decision to wait. In Rhode Island, no formal training is required to take the license and on-road exam if the driver is 18 or more years old.

GDL was passed in 1997 in Rhode Island. Current Rhode Island data is not available, the last study was conducted in 2006 and indicated 23 percent of teens were delayed getting their driver’s license in order to fulfill a GDL requirement. <http://newsroom.aaa.com/wp-content/uploads/2013/07/Teens-Delay-Licensing-FTS-Report.pdf>, <http://www.lifesaversconference.org/handouts2014/McCartt.pdf>. Observationally, this trend has continued leaving fewer drivers with a formal education.

OHS agrees with the findings of AAFTS which suggest that age alone does not lead to a higher rate of traffic fatalities. “Given the large proportion of new drivers who are 18 years old or older, further research is needed to investigate their levels of safety or risk, to evaluate the potential. The high rate of motor vehicle-related serious injuries and fatalities can be attributed to more than just inexperience. National studies have shown young drivers are more likely to participate in risky behaviors like distracted driving and not wearing a seat belt. These reasons

point to the need for targeted education and enforcement for this population.” (AAAFTS)

Top Five Cities/Towns by Fatal Younger Driver Crashes

City/Town	2014	2015	2016	2017	2018	Total
Providence	0	2	2	2	1	7
Cranston	2	0	0	1	1	4
Johnston	0	1	1	1	1	4
Exeter	0	0	1	1	0	2
Warwick	0	0	1	1	0	2

Source: RIDOT/OHS, (2019)

Associated Performance Measures

Fiscal Year	Performance measure name	Target End Year	Target Period	Target Value
2020	C-9) Number of drivers age 20 or younger involved in fatal crashes (FARS)	2020	5 Year	6.00

Countermeasure Strategies in Program Area

Countermeasure Strategy
Communication Campaign
Highway Safety Office Program Management
School Programs

Countermeasure Strategy: Communication Campaign

Program Area: Young Drivers

Project Safety Impacts

Youth programs in Rhode Island have had success, including the ThinkFast program showing students' improved knowledge of traffic safety upon completion. The deployment of a communication programs, particularly in school environments, can help to build awareness with proven results.

Linkage Between Program Area

With a slight increase in young driver fatalities, the deployment of programs for these audiences is important to stem the rising number.

Rationale

Countermeasures That Work, Chapter 2, Section 7 explains that school programs, a three-star program, provide well-defined and somewhat controlled audience for seat belt programs. Rhode Island looks to deploy communication efforts in school environments to address seat belt use and other behaviors.

Planned activities in countermeasure strategy

Unique Identifier	Planned Activity Name
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NHTSA402SA2002	Cranston Child Opportunity Zone (COZ) Passport to Safety
NHTSA402SA2003	Young Voices Keeping Young Drivers Safe
NHTSA402SA2006	RI Interscholastic League - Traffic Safety Is A Team Sport
NHTSAM5OT2002D	AAA Shifting Gears

Planned Activity: Cranston Child Opportunity Zone (COZ) Passport to Safety

Planned activity number: NHTSA402SA2002

Primary Countermeasure Strategy ID:

Planned Activity Description

The Cranston COZ (Child Opportunity Zone) Passport to Safety program supports stronger communication between Cranston families, community education, social service, health-care, and public safety organizations. Their program educates on bicycle and pedestrian safety, the dangers of distracted driving, and the importance of occupant protection for every age in a motor vehicle. The Cranston Family Center/COZ serves 3000 children and 2350 families at eight Title I elementary schools and one Title I middle school in the city of Cranston. The main focus at the Family Center is family engagement. To accomplish this, they conduct outreach by telephone, flyers, emails, and in person presenting safety information to families 15 to 20 times per year. The Family Center has successfully been serving Cranston School system for over 25 years and they have been a loyal partner with RIDOT's Office on Highway Safety for 10 years. Funding through NHTSA402SA (Young Drivers) will assure the continuation of safety programming, education and outreach for seatbelt safety/car seat safety, bicycle safety, pedestrian safety and distracted driving in Cranston, RI for youth and their families.

Intended Subrecipients

Cranston Family Center - Child Opportunity Zone

Countermeasure strategies

Countermeasure Strategy
Communication Campaign

Funding sources

Source Fiscal Year	Funding Source ID	Eligible Use of Funds	Estimated Funding Amount	Match Amount	Local Benefit
2020	FAST Act NHTSA 402	Safe Communities (FAST)	\$12,739.00	\$3,184.75	\$5,095.60

Planned Activity: Young Voices Keeping Young Drivers Safe

Planned activity number: NHTSA402SA2003

Primary Countermeasure Strategy ID:

Planned Activity Description

Young Voices has been designing and delivering successful youth-led highway safety education across Rhode Island for over five years. Programs that they have developed have focused on highway safety emphasis areas

including young drivers, distracted driving, and seatbelt safety. In the coming year Young Voices is hoping to deliver targeted, multi-strategy approaches to reduce pedestrian and bicycle serious injuries and fatalities in the city of Providence. Their work in this emphasis area will include the creation of PSA's, fliers to their communities, social media blasts, and a cumulative media outreach event with the providence community that they are hoping to reach. Young Voices will also work with RIDOT's Office on Highway Safety to brainstorm other ways in which to spread their message. Throughout the school year, Young voices monitors their program's success and determines content to focus on by administering pre and post surveys to students to determine knowledge of traffic safety emphasis areas. Young voices is run primarily by Providence High School Youth with the assistance of the Young Voice's Executive Director; Karen Feldman and their Program Coordinator Greta Schaaf. Young Voices is funded under NHTSA402SA (Young Drivers) and continues their work to ensure that young drivers on Rhode Island roadways are as safe and informed as possible.

Intended Subrecipients

Young Voices.

Countermeasure strategies

Countermeasure Strategy
Communication Campaign
School Programs

Funding sources

Source Fiscal Year	Funding Source ID	Eligible Use of Funds	Estimated Funding Amount	Match Amount	Local Benefit
2020	FAST Act NHTSA 402	Safe Communities (FAST)	\$34,600.00	\$8,650.00	\$13,840.00

Planned Activity: RI Interscholastic League - Traffic Safety Is A Team Sport

Planned activity number: NHTSA402SA2006

Primary Countermeasure Strategy ID:

Planned Activity Description

Creating a strategic partnership with the Rhode Island Interscholastic League will allow the RIDOT OHS to create a sports marketing campaign aimed at tackling the flowing areas of emphasis: Occupant Protection, Impaired Driving, Speed and Aggressive Driving and Distracted Driving. The target audience is High School athletes, their parents and High School students generally. Advertising will be placed at venues where all RI High School sports events take place as well as on RIIL owned on-line properties. To evaluate this project, the RIIL will use Google Analytics and its custom website banner ad manager to measure web impressions and website click-throughs as a tool to measure engagement. RIIL will provide specific analytics for overall traffic helping to determine number of impressions and length of time on the RIIL site. Social media efforts will be measured for engagements, likes, shares and impressions. Each platform has its own specific demographic audience and will provide evidence of engagement and impact. Online forms will be kept simple to track

effectively response rates and to measure awareness of laws and behaviors.

Intended Subrecipients

Rhode Island Interscholastic League (RIIL).

Countermeasure strategies

Countermeasure Strategy
Communication Campaign
School Programs

Funding sources

Source Fiscal Year	Funding Source ID	Eligible Use of Funds	Estimated Funding Amount	Match Amount	Local Benefit
2020	FAST Act NHTSA 402	Safe Communities (FAST)	\$50,000.00	\$12,500.00	\$20,000.00

Planned Activity: AAA Shifting Gears

Planned activity number: NHTSAM5OT2002D

Primary Countermeasure Strategy ID:

Planned Activity Description

In an effort to educate Rhode Island youth on the dangers of smoking marijuana and then operating a motor vehicle, AAA Northeast created the Shifting Gears: Blunt Truth presentation for high school students across the state. The Shifting Gears program was designed to educate young drivers about the risks involved with driving under the influence of THC and inform youth on the effects that marijuana has on their still developing brains and bodies. With this drug now legal for recreational use in Massachusetts, the issue is quite literally right at our borders, which poses a particular threat to the young drivers’ population. Impaired driving has attributed to 41% of fatalities in recent years, and with marijuana legalization in our state looming closer this number may even rise. This 45-minute presentation held in health classes for 9th-12th graders hopes that education and awareness will attribute to this population making smarter decisions about their safety while operating a motor vehicle. Funded under NHTSA405D (Impaired Driving) this pilot program is the first of its kind to shed light on the dangers of marijuana and driving. Although this program is new and has only been running since February 2019, the presentation has been seen by over 3,000 students throughout the state of Rhode Island, with the second year hoping to far exceed that number. Pre and Post examinations were administered by the AAA educator for the program to determine a baseline knowledge of this issue and also to determine student attitude on the subject of marijuana and driving.

Intended Subrecipients

AAA Northeast.

Countermeasure strategies

Countermeasure Strategy

Communication Campaign
Communication Campaign

Funding sources

Source Fiscal Year	Funding Source ID	Eligible Use of Funds	Estimated Funding Amount	Match Amount	Local Benefit
2020	405d - Impaired Driving	Public Education & Paid Media	\$15,000.00	\$3,750.00	

Countermeasure Strategy: Highway Safety Office Program Management

Program Area: Young Drivers

Project Safety Impacts

The countermeasure strategy, with its focus on staff and office resources, is designed to maintain and implement the countermeasure strategies of the program area. The commitment of program management resources in this area will help to address issues such as awareness of safe driving habits.

Linkage Between Program Area

The staff resources funded in this program area are used to monitor and prioritize the implementation of countermeasures, moving the program area towards its stated targets. Staff will coordinate resources and activities to support initiatives such as communication campaigns and school programs that will help reduce the number of crashes involving young drivers - a group that is overrepresented in crashes when compared to their share of the State population.

Rationale

This countermeasure is used primarily to fund staff salaries to maintain consistent day-to-day implementation of program area activities.

Planned activities in countermeasure strategy

Unique Identifier	Planned Activity Name
NHTSA402DE2001	Driver's Education Assessment
NHTSA402SA2001	Salaries (Young Drivers)

Planned Activity: Driver's Education Assessment

Planned activity number: NHTSA402DE2001

Primary Countermeasure Strategy ID:

Planned Activity Description

The Driver's Education Assessment will review and strengthen learning objectives and outcomes for current driver education curriculum. Through a NHTSA designated technical assessment, Rhode Island's Driver's Education Curriculum will be evaluated on the current administrative standards that guide the program. The framework of this evaluation follows a professional education approach, allowing flexibility for local conditions and efficiency for periodic technical updates, while promoting consistency and quality assurance across programs and among states. The Driver's Education Assessment will be comprised of a technical team of

NHTSA designated members. The target audience of young or novice drivers in Rhode Island will benefit from this assessment by receiving a more relevant and up to date education experience as they learn how to safely operate a motor vehicle

Intended Subrecipients

Office on Highway Safety

Countermeasure strategies

Countermeasure Strategy
Highway Safety Office Program Management

Funding sources

Source Fiscal Year	Funding Source ID	Eligible Use of Funds	Estimated Funding Amount	Match Amount	Local Benefit
2020	FAST Act NHTSA 402	Driver Education (FAST)	\$40,000.00	\$10,000.00	\$16,000.00

Planned Activity: Salaries (Young Drivers)

Planned activity number: NHTSA402SA2001

Primary Countermeasure Strategy ID:

Planned Activity Description

Fees charged to NHTSA accounts for all Program Coordinators, as well as, interns/co-op students, and any additional staff secured.

Intended Subrecipients

Rhode Island Department of Transportation.

Countermeasure strategies

Countermeasure Strategy
Highway Safety Office Program Management

Funding sources

Source Fiscal Year	Funding Source ID	Eligible Use of Funds	Estimated Funding Amount	Match Amount	Local Benefit
2020	FAST Act NHTSA 402	Safe Communities (FAST)	\$102,000.00	\$25,500.00	\$0.00

Countermeasure Strategy: School Programs

Program Area: Young Drivers

Project Safety Impacts

Youth programs in Rhode Island have had success, including the ThinkFast program showing students'

improved knowledge of traffic safety upon completion. The deployment of a school programs can help foster a continued environment of traffic safety learning with results. Nationally, school programs have been shown to increase belt use in the few evaluations of school programs that have been conducted.

Linkage Between Program Area

With a slight increase in young driver fatalities, the deployment of programs for these audiences is important to stem the rising number.

Rationale

Countermeasures That Work, Chapter 2, Section 7 explains that school programs, a three-star program, provide well-defined and somewhat controlled audience for seat belt programs. Rhode Island looks to use this same technique for programs for seat belt use and other behaviors.

Planned activities in countermeasure strategy

Unique Identifier	Planned Activity Name
NHTSA402SA2003	Young Voices Keeping Young Drivers Safe
NHTSA402SA2004	ThinkFast Interactive High School Education Program
NHTSA402SA2005	RIPCA Youth Force
NHTSA402SA2006	RI Interscholastic League - Traffic Safety Is A Team Sport

Planned Activity: Young Voices Keeping Young Drivers Safe

Planned activity number: NHTSA402SA2003

Primary Countermeasure Strategy ID:

Planned Activity Description

Young Voices has been designing and delivering successful youth-led highway safety education across Rhode Island for over five years. Programs that they have developed have focused on highway safety emphasis areas including young drivers, distracted driving, and seatbelt safety. In the coming year Young Voices is hoping to deliver targeted, multi-strategy approaches to reduce pedestrian and bicycle serious injuries and fatalities in the city of Providence. Their work in this emphasis area will include the creation of PSA’s, fliers to their communities, social media blasts, and a cumulative media outreach event with the providence community that they are hoping to reach. Young Voices will also work with RIDOT’s Office on Highway Safety to brainstorm other ways in which to spread their message. Throughout the school year, Young voices monitors their program’s success and determines content to focus on by administering pre and post surveys to students to determine knowledge of traffic safety emphasis areas. Young voices is run primarily by Providence High School Youth with the assistance of the Young Voice’s Executive Director; Karen Feldman and their Program Coordinator Greta Schaaf. Young Voices is funded under NHTSA402SA (Young Drivers) and continues their work to ensure that young drivers on Rhode Island roadways are as safe and informed as possible.

Intended Subrecipients

Young Voices.

Countermeasure strategies

Countermeasure Strategy
Communication Campaign
School Programs

Funding sources

Source Fiscal Year	Funding Source ID	Eligible Use of Funds	Estimated Funding Amount	Match Amount	Local Benefit
2020	FAST Act NHTSA 402	Safe Communities (FAST)	\$34,600.00	\$8,650.00	\$13,840.00

Planned Activity: ThinkFast Interactive High School Education Program

Planned activity number: NHTSA402SA2004

Primary Countermeasure Strategy ID:

Planned Activity Description

Think Fast Interactive, created by TJohnE Productions, is an interactive game show style program that blends critical highway safety messaging with pop culture to command youth’s engagement and attention at high school and middle school assemblies. The production educates on such emphasis areas as Distracted Driving, Impaired Driving, Occupant Protection, GDL (Graduated Driver’s License) Laws, RI General Law, and Pedestrian/Bicycle Safety. ThinkFast is funded by three different funding sources under these projects; NHTSA402SA2004 (\$50,000), NHTSA402DD2007 (\$50,000), and NHTSA402PS2004 (\$50,000). These three funding sources are represented within each production’s content. Reaching up to 50 schools by the conclusion of each school year hitting grade 6-12, this program exposes youth to important targeted highway safety information with a strong retention rate. The goal of ThinkFast is to empower Rhode Island middle and high school youth to make more educated and safe decisions when on Rhode Island roadways as either an occupant or as a driver. In order to measure the success of the program throughout the school year, pre and post examinations are administered. This ensures the programs success by measuring youth’s knowledge of traffic safety emphasis areas, and 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. These results are featured in the OHS’s Annual Report.

Intended Subrecipients

TJohnE Productions

Countermeasure strategies

Countermeasure Strategy
School Programs

Funding sources

Source Fiscal Year	Funding Source ID	Eligible Use of Funds	Estimated Funding Amount	Match Amount	Local Benefit
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2020	FAST Act NHTSA 402	Safe Communities (FAST)	\$50,000.00	\$12,500.00	\$20,000.00
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Planned Activity: RIPCA Youth Force

Planned activity number: NHTSA402SA2005

Primary Countermeasure Strategy ID:

Planned Activity Description

Youth Force is a pilot Youth Leadership Program put forth by the Rhode Island Police Chief's Association and supported by the Rhode Island Department of Transportation's Office on Highway Safety. Youth Force's target audience is 8th-12th grade middle and high school students from over 30 Rhode Island schools around the state totaling around 100 students from rural to urban populations. This two-part youth focused traffic safety program will feature a summer summit taking place at Roger Williams University during the summer, and a year-long action plan to be created at the summit and carried out over the remainder of their year at school. The summit will focus on all manners of traffic safety related emphasis areas and will also empower Rhode Island Youth to make informed, and strong decisions towards safety in their daily lives. Youth Force's mission is to provide Rhode Island Youth and their adult advisors with the motivation, information, skills and support necessary to organize events in their communities focusing on traffic safety related emphasis areas. Areas to be covered during the summit and year-round will include distracted driving, occupant protection, speed, impaired driving and RI General Law. The summit will feature pre and post examinations for all student attendees to determine a baseline and then to analyze the intended effect that the summit had on the participating youth. This effect will continue to be monitored and analyzed year-round as youth create and deliver the events portion of their action plans within their school or communities. The action plan will be centered around a specific emphasis area to be decided on at the summit, and then expanded upon through youth planned school or community traffic safety events over the course of their year. Youth Force will hold monthly check in meetings after the summit with the youth to go over their plans and next steps.

Intended Subrecipients

Rhode Island Police Chiefs Association

Countermeasure strategies

Countermeasure Strategy
School Programs

Funding sources

Source Fiscal Year	Funding Source ID	Eligible Use of Funds	Estimated Funding Amount	Match Amount	Local Benefit
2020	FAST Act NHTSA 402	Safe Communities (FAST)	\$200,000.00	\$50,000.00	\$80,000.00

Planned Activity: RI Interscholastic League - Traffic Safety Is A Team Sport

Planned activity number: NHTSA402SA2006

Primary Countermeasure Strategy ID:

Planned Activity Description

Creating a strategic partnership with the Rhode Island Interscholastic League will allow the RIDOT OHS to create a sports marketing campaign aimed at tackling the flowing areas of emphasis: Occupant Protection, Impaired Driving, Speed and Aggressive Driving and Distracted Driving. The target audience is High School athletes, their parents and High School students generally. Advertising will be placed at venues where all RI High School sports events take place as well as on RIIL owned on-line properties. To evaluate this project, the RIIL will use Google Analytics and its custom website banner ad manager to measure web impressions and website click-throughs as a tool to measure engagement. RIIL will provide specific analytics for overall traffic helping to determine number of impressions and length of time on the RIIL site. Social media efforts will be measured for engagements, likes, shares and impressions. Each platform has its own specific demographic audience and will provide evidence of engagement and impact. Online forms will be kept simple to track effectively response rates and to measure awareness of laws and behaviors.

Intended Subrecipients

Rhode Island Interscholastic League (RIIL).

Countermeasure strategies

Countermeasure Strategy
Communication Campaign
School Programs

Funding sources

Source Fiscal Year	Funding Source ID	Eligible Use of Funds	Estimated Funding Amount	Match Amount	Local Benefit
2020	FAST Act NHTSA 402	Safe Communities (FAST)	\$50,000.00	\$12,500.00	\$20,000.00

Evidence-based traffic safety enforcement program (TSEP)

Planned activities that collectively constitute an evidence-based traffic safety enforcement program (TSEP):

Unique Identifier	Planned Activity Name
NHTSAFHLE2001H	Municipal Pedestrian Bicycle Enforcement Patrols
NHTSAFDLSP2001D	Municipalities Impaired Driving Law Enforcement Patrols & Training
NHTSAFDLBAC2001	Municipalities Impaired Driving BAT (Breath Alcohol Testing) Mobile Providence
NHTSAM2HVE2003B	Municipalities Seat Belt Law Enforcement Patrols & Training
NHTSA402PT2004	Municipalities Speed Enforcement/Equipment

NHTSA402PT2009	Municipalities Speed Initiative
NHTSA402DD2004	State Agencies (RISP) Distracted Driving
NHTSA164AL2015	State Agencies (RISP) RI Impaired Driving
NHTSA164AL2002	State Agencies (RISP) RI Impaired Driving Enforcement & Training
NHTSA402PT2002	State Agencies (RISP) Speed Enforcement/Equipment & Training
NHTSA164AL2009	State Agencies (URI) Alcohol Enforcement & Training
NHTSA402DD2005	State Agencies (URI) DD Enforcement & Training
NHTSAM2HVE2001B	State Agencies (URI) Seat Belt Law Enforcement Patrols & Training
NHTSA402PT2006	State Agencies (URI) Speed Enforcement & Training

Analysis of crashes, crash fatalities, and injuries in areas of highest risk.

Crash Analysis

Rhode Island is fortunate to have direct access to timely crash data and other traffic enforcement related information. The flexibility of the Office on Highway Safety’s Traffic Safety Enforcement Program (TSEP) enables direct application to priority enforcement projects based on the evaluation of these data sets. For example, the seat belt use rate survey, occupant protection citations issued and improperly restrained (operators/occupants) crash data are incorporated into the strategies directing occupant protection enforcement grants. Likewise, impaired driving crashes and arrests are the basis for DUI and drugged driving enforcement efforts. The TSEP approach is applied to speeding, distracted driving and all other Office on Highway Safety Emphasis areas as well as other priorities which may emerge.

The Office on Highway Safety Project Managers conduct analysis of timely state wide crash data. The process is enhanced by integrating county and local data supported by ancillary information relating to enforcement activities. Local data is the cornerstone for addressing local traffic issues in a defined geographical area. All traffic safety issues are local problems which require the application of local data.

During the grant application process each potential sub-awardee is issued a pre-loaded application prepared by Office on Highway Safety with local data that identifies target areas of crash locations with associated times of the day and day(s) of the week that the majority of crashes occur. The data supports problem identification and is the foundation for setting performance targets and measurable outcomes.

Funding for sub-awardees is commensurate to the jurisdiction’s proportion of the overall state problem. The Office on Highway Safety analyzes crash data; specifically, fatal and serious bodily injuries and found the crashes are not specific to any city/town or county in Rhode Island. Although OHS cannot point to any specific corridor or city or town, it realizes it needs to reach out to its partners, share statewide data and request additional resources to stop vehicles utilizing a wolf-pack/task force type emphasis as needed. Also noting that there was not a ‘one size fits all’ approach to the increase in crash incidents, the Office on Highway Safety will continue to share statewide data with all sub-grantees and insist on additional patrols, grant funded, and regular duty patrols focus on the statewide problem. Using grant funds, the Office on Highway Safety continually encourages sub-recipients to participate in high visibility enforcement in urban areas where high incidents of

crashes were documented, thus anticipating similar crashes based on data. The Office on Highway Safety also encourages similar high visibility enforcement in the rural areas where similar like crashes have taken place.

Deployment of Resources

Ensure TSEP is incorporated into grant applications. This is twinned with identified primary issues which inform the OHS development of countermeasures and strategies designed to reach selected goals and outcomes. The staff utilizes NHTSA's Rhode Island's Office on Highway Safety Program publication Countermeasures That Work (2017, Ninth Edition) to identify "best practice" strategies that are evidence-based. These suggested countermeasures may be adjusted, amended or otherwise modified to address the demographics of a rural town. Countermeasures are selected by evaluating which particular strategy or combinations of tactics may be expected to make the most positive impact statewide. Rhode Island's countermeasures are more broadly defined in the applicable sections of this document relating to the specified priorities. Occasionally, new, previously unmeasured or undetected traffic safety issues may emerge and become significant. In recent years, distracted driving is an example of a new problem. The national and local traffic safety communities responded to the review of crash data with a series of NHTSA sponsored pilots to develop sound and responsive strategies. Careful analysis of data provided the springboard for the success of these countermeasures. The Office on Highway Safety staff is prepared to identify and address emerging trends and issues affecting the level of traffic safety in the state.

Potential sub-awardees are required to use countermeasures and strategies to address the problem areas identified in their agreement. The selected strategies and accepted countermeasures are designed using appropriate local data. TSEP is applicable to all Office on Highway Safety priority programs.

The applicant agency must demonstrate sufficient available resources to successfully accomplish the agency's stated objectives. These enforcement resources must be deployed based on data analysis on focused data-driven strategies to ensure efficiency and effectiveness.

Rhode Island's approach to TSEP provides enforcement coverage in all of the state's five counties. The Office on Highway Safety's partnership with thirty nine (39) city and town police departments as well as the Rhode Island State Police provides a multi-tiered, interlocking system of sustained enforcement in those areas identified using all available data sets.

Clear and concise goals and expected outcomes are developed and clearly described within the agency's grant application.

The OP and DUI grants focus on sustained traffic enforcement for seatbelt compliance, impaired driving, excessive speed and distracted driving. The program director provides the team with a cohesive approach and consistent oversight to address local problems effectively and efficiently. The coordinator sets goals based on state and local data to confront traffic safety issues and continually implement TSEP. The coordinator also tracks and assesses productivity and progress through monitoring of activity reports and may initiate modifications in the strategies that are appropriate and necessary to achieve target goals. Quarterly meetings are held with a representative from each agency to discuss and evaluate the strategies and results of the enforcement activity. Modifications to the project are made based on the input and results of these meetings.

Effectiveness Monitoring

Rhode Island will continue to rely on specific crash data to sustain the progress made toward our goal to reduce

incidences of crashes resulting in death or serious injury As described in Goal C-1, the primary causes of the state's fatalities are related to operator impairment, lack of occupant restraint, speeding and distracted or inattentive driving. To appropriately address these priorities, the OHS staff proportionately allocates federal funds to those projects which have the most potential for positive statewide impact. Data and information provided in the HSP demonstrates the appropriateness of this target which utilizes current data trends to create evidence based strategies.

Rhode Island's execution of TSEP will continue into the FFY 2020 grant cycle. It is based on three major components:

- (1) Utilizing the Rhode Island Department of Transportation's data analysis division, we will continue to collect and analyze specific data as it relates to the Office on Highway Safety's emphasis and priority areas. The data RIDOT collects identifies who is crashing, where they are crashing, when they are crashing and how they are crashing. The analyzed data also includes performance data such as enforcement activities and citation data utilizing our newly developed productivity graphs;
- (2) The Office on Highway Safety deploys resources and allocates funding for enforcement to the sub-grantees based on problem identification for the implementation of effective and efficient strategies and countermeasures, using the 2015 Countermeasures that Work guidelines;
- (3) The Office on Highway Safety will continue monitoring, evaluation and making any necessary adjustments / modifications to strategies and countermeasures being utilized by all sub-grantees as appropriate.

These three (3) steps are integral to the Office on Highway Safety's TSEP and principles and will remain in place for all future granting considerations.

To support Rhode Island's TSEP strategies, specific data driven media messaging and public outreach have been created to increase impact and improve effectiveness of the Office on Highway Safety communication plan.

Rhode Island's statewide and local data identifies the target audience to deliver the appropriate message to the right demographic. For example, local data indicates the geographic areas of the state with the lowest belt use rates. The Office on Highway Safety works with the contracted media consultant in creating specific visual and audio messaging. The occupant protection videos are produced on location using recognizable landmarks as points of reference for local viewers. Similarly, impaired driving messaging depicts locations, settings, and backgrounds which will resonate with the data identified targeted audience who are at higher risk to drive while impaired. In addition, media outreach and seasonal messaging is utilized to describe what types of enforcement activities a particular area of the state will see during special enforcement periods. These types of data based outreach and messaging not only support enforcement but provide an additional layer of deference for those who fail to comply. Overall, the TSEP process described below incorporates DDACTS and closely follows the strategies listed in DDACTS' seven guiding principles. (The utilization of geo-mapping and the identification of hot spot areas and specific locations provide a solid basis for the delivery of state-wide TSEP.

Statewide data is certainly important and serves as a well-defined background for operational planning and subsequent deployment of resources. But traffic safety problems are also local issues and are most effectively and efficiently addressed with local strategies and countermeasures. Rhode Island's approach to using local data and attacking traffic safety issues at the local level with local data and available resources is a basic exercise in

TSEP.

Continuous follow-up and adjustment of the enforcement plan

All participating agencies are required to submit monthly activity reports and quarterly progress reports. The Office on Highway Safety Project Managers evaluate all sub-grantees reports and assess productivity and progress towards defined goals and outcomes. Program Managers work closely with the Chief of the Office on Highway Safety Chief and the Law Enforcement Liaison to determine if any strategic adjustments, modifications or other changes are appropriate. This continual and systematic process of project monitoring, evaluation and analysis of outcome measures provides feedback which enables project adjustments where and when appropriate.

Enforcement at all levels must be aggressively supported by powerful and effective media messaging, public outreach and education for all those who travel Rhode Island's roadways. A media campaign utilizing TSEP to direct the messaging in an effective and efficient format is essential. In addition, impaired driving messaging will be designed to influence the behavior of those segments of the population, identified by data, who present an increased risk of driving while impaired.

High-Visibility Enforcement (HVE) strategies to support national mobilizations

Rhode Island will implement multiple activities in support of national highway safety goals to reduce motor vehicle related fatalities that also reflect the primary data-related crash factors within the State. High Visibility Enforcement (HVE) strategies will be complimented by earned and paid media, educational awareness efforts, and ongoing stakeholder reach out efforts.

The Office of Highway Safety will participate in and support the National high visibility law enforcement mobilizations. This will include more than three mobilization campaigns in FFY 2020 to reduce alcohol-impaired or drug-impaired operation of motor vehicles and increase use of seat belts by occupants of motor vehicles.

National campaigns the State will participate in:

High-visibility enforcement (HVE) strategies

Planned HVE strategies to support national mobilizations:

Countermeasure Strategy
Breath Test Devices
Short-term, High Visibility Law Enforcement
Sustained Enforcement

HVE planned activities that demonstrate the State's support and participation in the National HVE mobilizations to reduce alcohol-impaired or drug impaired operation of motor vehicles and increase use of seat belts by occupants of motor vehicles:

Unique Identifier	Planned Activity Name
NHTSA164AL2015	State Agencies (RISP) RI Impaired Driving
NHTSA402PT2002	State Agencies (RISP) Speed Enforcement/Equipment & Training
NHTSAFDLDAT2005	State Agencies (RISP) RI Impaired Driving & Training

NHTSA164AL2008	State Agencies (HEALTH) Alcohol Toxicology & BAT Mobile Support
NHTSAFDLBAC2001	Municipalities Impaired Driving BAT (Breath Alcohol Testing) Mobile Providence
NHTSA164AL2009	State Agencies (URI) Alcohol Enforcement & Training
NHTSAFDLSP2001D	Municipalities Impaired Driving Law Enforcement Patrols & Training
NHTSA164AL2002	State Agencies (RISP) RI Impaired Driving Enforcement & Training
NHTSAM2HVE2006B	Municipalities Child Passenger Safety (CPS)
NHTSAM2HVE2001B	State Agencies (URI) Seat Belt Law Enforcement Patrols & Training
NHTSAM2HVE2003B	Municipalities Seat Belt Law Enforcement Patrols & Training

405(b) Occupant protection grant

Occupant protection plan

State occupant protection program area plan that identifies the safety problems to be addressed, performance measures and targets, and the countermeasure strategies and planned activities the State will implement to address those problems:

Program Area Name
Occupant Protection (Adult and Child Passenger Safety)
Police Traffic Services
Speed Management

Participation in Click-it-or-Ticket (CIOT) national mobilization

Agencies planning to participate in CIOT:

Agency
Rhode Island State Police
RI Municipalities
University of Rhode Island Police

Description of the State's planned participation in the Click-it-or-Ticket national mobilization:

Drive Sober or Get Pulled Over National Enforcement (August)

Click It or Ticket National Enforcement Mobilization (May)

Drive Sober or Get Pulled Over (Holiday Season)

Drive Sober or Get Pulled Over (Fourth of July)

Other (see listed calendar grid)

Planned Participation in Click-it-or-Ticket

Planned Participation in Click-it-or-Ticket: OHS will fund implementation of the CIOT overtime enforcement patrols by law enforcement agencies in Rhode Island. Patrols will be conducted during both daytime and

nighttime hours, including mandatory participation for the national mobilization, May 24-June 6, 2020 and three state mobilizations (Thanksgiving holiday travel, November 24-Dec 1, 2019; March 15-21, 2020 and September 14-20, 2020.

List of Task for Participants & Organizations

Child restraint inspection stations

Countermeasure strategies demonstrating an active network of child passenger safety inspection stations and/or inspection events:

Countermeasure Strategy
Child Restraint System Inspection Station(s)

Planned activities demonstrating an active network of child passenger safety inspection stations and/or inspection events:

Unique Identifier	Planned Activity Name
NHTSAM2HVE2007B	RI Hospital Child Passenger Safety in Rhode Island

Total number of planned inspection stations and/or events in the State.

Planned inspection stations and/or events: 43

Total number of planned inspection stations and/or events in the State serving each of the following population categories: urban, rural, and at-risk:

Populations served - urban: 905,000

Populations served - rural: 260,000

Populations served - at risk: 139,000

CERTIFICATION: The inspection stations/events are staffed with at least one current nationally Certified Child Passenger Safety Technician.

Child passenger safety technicians

Countermeasure strategies for recruiting, training and maintaining a sufficient number of child passenger safety technicians:

Countermeasure Strategy
Child Restraint System Inspection Station(s)

Planned activities for recruiting, training and maintaining a sufficient number of child passenger safety technicians:

Unique Identifier	Planned Activity Name
NHTSAM2HVE2007B	RI Hospital Child Passenger Safety in Rhode Island

Estimate of the total number of classes and the estimated total number of technicians to be trained in the upcoming fiscal year to ensure coverage of child passenger safety inspection stations and inspection events by nationally Certified Child Passenger Safety Technicians.

Estimated total number of classes: 5

Estimated total number of technicians: 100

Maintenance of effort

ASSURANCE: The lead State agency responsible for occupant protection programs shall maintain its aggregate expenditures for occupant protection programs at or above the level of such expenditures in fiscal year 2014 and 2015.

Qualification criteria for a lower seat belt use rate State

The State applied under the following criteria:

Primary enforcement seat belt use statute: Yes

Occupant protection statute: Yes

Seat belt enforcement: Yes

High risk population countermeasure programs: No

Comprehensive occupant protection program: No

Occupant protection program assessment: Yes

Primary enforcement seat belt use statute

Requirement Description	State citation(s) captured
The State's statute(s) demonstrates that the State has enacted and is enforcing occupant protection statutes that make a violation of the requirement to be secured in a seat belt or child restraint a primary offense.	Yes

Citations

Legal Citation Requirement: The State's statute(s) demonstrates that the State has enacted and is enforcing occupant protection statutes that make a violation of the requirement to be secured in a seat belt or child restraint a primary offense.

Legal Citation: R.I.G.L. § 31-22-22

Amended Date: 6/30/2011

Citations

Legal Citation Requirement: The State's statute(s) demonstrates that the State has enacted and is enforcing occupant protection statutes that make a violation of the requirement to be secured in a seat belt or child restraint a primary offense.

Legal Citation: RIGL 31-22-22

Amended Date: 6/30/2011

Occupant protection statute

Requirement Description	State citation(s) captured
Requirement for occupants to be secured in a seat belt.	Yes
Requirement for occupants to be secured in an age appropriate child restraint.	Yes
Coverage of all passenger motor vehicles.	Yes

Minimum fine of at least \$25.	Yes
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Citations

Legal Citation Requirement: Requirement for occupants to be secured in a seat belt.

Legal Citation: RIGL 31-22-22

Amended Date: 6/30/2011

Citations

Legal Citation Requirement: Requirement for occupants to be secured in an age appropriate child restraint.

Legal Citation: RIGL 31-22-22

Amended Date: 6/30/2011

Citations

Legal Citation Requirement: Coverage of all passenger motor vehicles.

Legal Citation: RIGL 31-22-22

Amended Date: 6/30/2011

Citations

Legal Citation Requirement: Minimum fine of at least \$25.

Legal Citation: RIGL 31-22-22

Amended Date: 6/30/2011

Legal citations for exemption(s) to the State's seat belt and child restraint requirements.

Citations

Legal Citation Requirement: The State's statute(s) demonstrates that the State has enacted and is enforcing occupant protection statutes that make a violation of the requirement to be secured in a seat belt or child restraint a primary offense.

Legal Citation: R.I.G.L. § 31-22-22

Amended Date: 6/30/2011

Citations

Legal Citation Requirement: The State's statute(s) demonstrates that the State has enacted and is enforcing occupant protection statutes that make a violation of the requirement to be secured in a seat belt or child restraint a primary offense.

Legal Citation: RIGL 31-22-22

Amended Date: 6/30/2011

Citations

Legal Citation Requirement: Requirement for occupants to be secured in a seat belt.

Legal Citation: RIGL 31-22-22

Amended Date: 6/30/2011

Citations

Legal Citation Requirement: Requirement for occupants to be secured in an age appropriate child restraint.

Legal Citation: RIGL 31-22-22

Amended Date: 6/30/2011

Citations

Legal Citation Requirement: Coverage of all passenger motor vehicles.

Legal Citation: RIGL 31-22-22

Amended Date: 6/30/2011

Citations

Legal Citation Requirement: Minimum fine of at least \$25.

Legal Citation: RIGL 31-22-22

Amended Date: 6/30/2011

Seat belt enforcement

Countermeasure strategies demonstrating that the State conducts sustained enforcement throughout the fiscal year of the grant to promote seat belt and child restraint enforcement and involves law enforcement agencies responsible for seat belt enforcement in geographic areas in which at least 70 percent of either the State's unrestrained passenger vehicle occupant fatalities occurred or combined fatalities and serious injuries occurred:

Countermeasure Strategy
Short-term, High Visibility Law Enforcement

Planned activities demonstrating that the State conducts sustained enforcement throughout the fiscal year of the grant to promote seat belt and child restraint enforcement, and involves law enforcement agencies responsible for seat belt enforcement in geographic areas in which at least 70 percent of either the State's unrestrained passenger vehicle occupant fatalities occurred or combined fatalities and serious injuries occurred:

Unique Identifier	Planned Activity Name
NHTSAM2HVE2003B	Municipalities Seat Belt Law Enforcement Patrols & Training
NHTSAM2HVE2002B	State Agencies (RIMPA) Law Enforcement Highway Safety Training Coordinator (LEHSTC)
NHTSA402OP2006	State Agencies (RISP) Crash Reconstruction Equipment
NHTSAM2HVE2001B	State Agencies (URI) Seat Belt Law Enforcement Patrols & Training

Occupant protection program assessment

Date of the NHTSA-facilitated assessment of all elements of its occupant protection program.

Date of the NHTSA-facilitated assessment: 4/1/2017

405(c) State traffic safety information system improvements grant

Traffic records coordinating committee (TRCC)

Meeting dates of the TRCC during the 12 months immediately preceding the application due date:

Meeting Date
3/7/2019
3/27/2019

Name and title of the State's Traffic Records Coordinator:

Name of State's Traffic Records Coordinator: Gabrielle M. Abbate

Title of State's Traffic Records Coordinator: Chief of Highway Safety, RIDOT

TRCC members by name, title, home organization and the core safety database represented:[List of TRCC members](#)[TRCC Committees](#)[TRCC Committees Executive Committee](#)

Name/Title	Organization	Function
Peter Alviti, Jr., P.E. Director	Rhode Island Department of Transportation	Crash/Roadway
Colonel James Manni Superintendent	Rhode Island State Police	Law Enforcement/ Citation/Crash
Domenic Disandro Chief Magistrate, RTI	Rhode Island Judiciary	Citation
Chief Sid Wordell Executive Director	Rhode Island Police Chiefs' Association	Law Enforcement
Nicole Alexander-Scott, MD, MPH Director	Rhode Island Department of Health	Injury Surveillance System
Mr. Walter Craddock Director	Rhode Island Division of Motor Vehicles	Driver/Vehicle

[Technical Committee](#)

Name/ Title	Organization	Function	Ms. Gabrielle M. Abbate {Chair} Chief of Highway Safety	Department of Transportatio n	Highway Safety
Colonel Richard Sullivan Law Enforcement Highway Safety Training Coordinator	Department of Public Safety	Law Enforcement Liaison	Mr. Todd Manni Public Health Emergency Management Suite Coordinator	Department of Health	Injury Surveillance System
Mr. Robert Rocchio Chief Traffic Engineer	Department of Transportatio n	Crash/Roadw ay/Highway Safety	Mr. Phil Magano Princi pal Research Technician	Department of Transportatio n	Crash/Roadw ay
Mr. Thomas Lewandowski Management Information Chief	Department of Transportatio n	Crash/Roadw ay	Mr. Stephen Kut GIS/Program mer Analyst	Department of Transportatio n	Crash/Roadw ay

Mr. Kevin Carter Program Manager	FMCSA	Crash/Roadway	Ms. Ann George Trauma Coordinator	Lifespan	Non-governmental Safety Advocate
Ms. Carol Labossiere Project Manager	Rhode Island State Police	Law Enforcement	Mr. Dennis Gertsmeier Administrator	Rhode Island Judiciary	Citation
Mr. Michael Egan Information Systems Coordinator	Rhode Island Judiciary	Citation	Ms. Samara Viner-Brown Epidemiologist	Department of Health	Injury Surveillance System
Mr. Jason Rhodes Chief, Emergency Medical Services	Department of Health	Injury Surveillance System	Mr. Jeffrey Hill Manager	Department of Health	Injury Surveillance System
Mr. Richard Interrante Administrative Officer	Division of Motor Vehicles	Driver/Vehicle	Ms. Sharon Bazor FARS Analyst	Department of Transportation	Crash/Roadway
Will Hernandez Safety Engineer	FHWA	Crash/Roadway/Highway Safety	Mr. Steve Pristawa P.E., CPM Chief Safety Engineer	Department of Transportation	Roadway/Highway Safety
Lt. Col. Kevin Barry Lieutenant Colonel	Rhode Island State Police	Law Enforcement	Mr. Sean Raymond Principal Civil Engineer	Department of Transportation	Roadway/Highway Safety
Mr. Greg Scungio Principal Project Manager	Department of Public Safety	E-911	Ms. Erin Sterling NHTSA Regional Program Manager	NHTSA	NHTSA
Ms. Barbara Rizzuti NHTSA Regional Program Manager	NHTSA	NHTSA	Mr. Andrew Tainsh OHS Campaign Coordinator	Department of Transportation	Crash

Subcommittee: Technology Working Group

Name/ Title	Organization	Function
Mr. Thomas Laliberte Administrator	Rhode Island Judicial	Citation
Mr. Jeffrey Hill Manager	Department of Health	Injury Surveillance System
Michael Carstensen	Ledgelight	RI DOT Crash Consultant
Ms. Gabrielle M. Abbate Chief of Highway Safety	Department of Transportation	Highway Safety
Ms. Carol Labossiere Project Manager	Rhode Island State Police	Law Enforcement

Subcommittee: Project Development Working Group

Name /Title	Organization	Function
Chief Edward MelloChief - Jamestown Police Dept	Jamestown Police Department	Law Enforcement/RMS
Ms. Sharon BazorFARS Analyst	Department of Transportation	FARS/Research
Mr. Steve Pristawa P.E., CPM Chief Safety Engineer	Department of Transportation	Roadway/Highway Safety
Mr. Andrew Tainsh Program Coordinator OHS	Department of Transportation	Crash/FARS
Ms. Gabrielle M. Abbate Chief of Highway Safety	Department of Transportation	Highway Safety
Colonel Richard SullivanLaw Enforcement Highway Safety Training Coordinator	Department of Public Safety	Crash/Citation

Subcommittee: Policy Working Group

Name/ Title	Organization	Function
Lt. Colonel Kevin Barry	Rhode Island State Police	Law Enforcement
Mr. Steve Pristawa P.E.,CPM Chief Safety Engineer	Department of Transportation	Crash/Roadway
Ms. Gabrielle M. Abbate Chief of Highway Safety	Department of Transportation	Highway Safety
Jay SullivanTraffic Safety Resource Prosecutor	Department of Transportation	Crash/Highway Safety/Courts
Col. Richard SullivanLaw Enforcement Highway Safety Training Coordinator	Department of Public Safety	Law Enforcement

Traffic Records System Assessment

RIDOT

Crash Recommendations

Improve the data dictionary for the Crash data system that reflects best practices identified in the Traffic Records Program Assessment Advisory. State Response: Accepted

Improve the interfaces with the Crash data system that reflect best practices identified in the Traffic Records Program Assessment Advisory. State Response: Accepted

Improve the data quality control program for the Crash data system that reflects best practices identified in the Traffic Records Program Assessment Advisory. State Response: Accepted
State Response

Narrative: The State plans to produce a State of Rhode Island Crash Data Dictionary document that provides a comprehensive listing of all crash data elements, crash data business rules and edit checks, and any links to other State datasets (e.g. SafetyNET, Driver History, etc.). This

document will be the primary source used for identifying the currently collected crash data elements in the State. The document will be updated, as required, to reflect improvements made to the data dictionary to increase its MMUCC-compliance.

The State will embark on an effort to identify core data system linkages (e.g. Roadway, EMS) to leverage existing data sets for the purpose of enhancing crash data analysis and reporting. The State will investigate methods of providing crash data quality feedback to law enforcement reporting agencies and State data managers.

Roadway Recommendations

Improve the procedures/ process flows for the Roadway data system that reflect best practices identified in the Traffic Records Program Assessment Advisory. State Response: Accepted

Improve the interfaces with the Roadway data system that reflect best practices identified in the Traffic Records Program Assessment Advisory. State Response: Accepted

Improve the data quality control program for the Roadway data system that reflects best practices identified in the Traffic Records Program Assessment Advisory. State Response: Accepted

State Response

Narrative. RIDOT will use the results of the Data Integration Pilot Assessment to identify and document Roadway data system procedures and process flows.

The RI TRCC will promote the establishment of Roadway performance measures as a tool to measure improvements to the data system.

DMV

Vehicle Recommendations

Improve the procedures/ process flows for the Vehicle data system that reflect best practices identified in the Traffic Records Program Assessment Advisory. State Response: Accepted

Improve the data quality control program for the Vehicle data system that reflects best practices identified in the Traffic Records Program Assessment Advisory. State Response: Accepted

State Response

Narrative. The RI TRCC will determine if the DMV plans to update any existing State-specific policy/procedure manual or if one does not exist, whether the DMV will make it a priority to develop one.

The RI TRCC will promote the implementation of a 2D standard barcode for vehicle registrations.

The RI TRCC will encourage the DMV to integrate sample-based audits, trend analysis, and performance measures into the State's new Vehicle Registration system.

Driver Recommendations

Improve the applicable guidelines for the Driver data system that reflect best practices

identified in the Traffic Records Program Assessment Advisory. State Response: Accepted

Improve the data dictionary for the Driver data system that reflects best practices identified in the Traffic Records Program Assessment Advisory. State Response: Accepted

Improve the interfaces with the Driver data system that reflect best practices identified in the Traffic Records Program Assessment Advisory. State Response: Accepted

Improve the data quality control program for the Driver data system that reflects best practices identified in the Traffic Records Program Assessment Advisory. State Response: Accepted

State Response

Narrative. The RI TRCC will promote the development of a State of Rhode Island Driver Data Dictionary containing data element definitions, validations, and links to other data sets (e.g. vehicle, crash).

The RI TRCC will encourage increased DMV participation with the committee and promote data integration between the Driver and Vehicle databases as well as other traffic records databases.

RI Judiciary, RIDOT, RIDPS

Citation / Adjudication Recommendations

Improve the data dictionary for the Citation and Adjudication systems that reflects best practices identified in the Traffic Records Program Assessment Advisory. State Response: Accepted

Accepted

Improve the procedures/ process flows for the Citation and Adjudication systems that reflect best practices identified in the Traffic Records Program Assessment Advisory. State Response: Accepted

Accepted

Improve the data quality control program for the Citation and Adjudication systems that reflects best practices identified in the Traffic Records Program Assessment Advisory. State Response: Accepted

Accepted

State Response

Narrative. The RI TRCC will promote the development of a State of Rhode Island Citation Data Dictionary document that will list all citation data elements, business rules and edit checks, and links to other State datasets.

The RI TRCC will promote the development of a Court Case Management System Data Dictionary.

The RI TRCC will promote the implementation of a DUI Tracking System.

The RI TRCC will investigate overall documentation improvements for the Citation/Adjudication system that address the deficiencies identified during the assessment.

RI Department of Health

EMS / Injury Surveillance Recommendations

Improve the description and contents of the Injury Surveillance systems that reflect best practices identified in the Traffic Records Program Assessment Advisory. State Response: Accepted

Improve the interfaces with the Injury Surveillance systems that reflect best practices identified in the Traffic Records Program Assessment Advisory. State Response: Accepted

Improve the data quality control program for the Injury Surveillance systems that reflects best practices identified in the Traffic Records Program Assessment Advisory. State Response: Accepted

State Response

Narrative. The RI TRCC will review the elements of its Injury Surveillance System and evaluate opportunities for integration of the various data sets for the goal of increasing safety-related analysis.

The RI TRCC will identify goals for the various elements of the Injury Surveillance System to track the frequency, severity, and nature of injuries sustained in motor vehicle crashes in the State.

TRCC

Data Use and Integration Recommendations

Improve the traffic records systems capacity to integrate data that reflects best practices identified in the Traffic Records Program Assessment Advisory. State Response: Accepted
State Response

Narrative. The RI TRCC will make integration a priority by evaluating available databases, propose establishing data sharing agreements among agencies, and coordinate data definitions across data sets both within and between agencies. The TRCC will elaborate on how the integrated data can benefit the participating agencies. The TRCC will investigate developing a formal document that serves as a data linkage roadmap.

Traffic Records for Measurable Progress

Crash Recommendations

Improve the data dictionary for the Crash data system that reflects best practices identified in the Traffic Records Program Assessment Advisory.

State Accepts Recommendation. State Response: The State plans to produce a State of Rhode Island Crash Data Dictionary document that provides a comprehensive listing of all crash data elements, crash data business

rules and edit checks, and any links to other State datasets (e.g. SafetyNET, Driver History, etc.). This document will be the primary source used for identifying the currently collected crash data elements in the State. The document will be updated, as required, to reflect improvements made to the data dictionary to increase its MMUCC-compliance.

Related Project: Crash – MMUCC Revision (HSP Traffic Records)

Improve the interfaces with the Crash data system that reflect best practices identified in the Traffic Records Program Assessment Advisory.

State Accepts Recommendation. State Response: The State will embark on an effort to identify core data system linkages (e.g. Roadway, EMS) to leverage existing data sets for the purpose of enhancing crash data analysis and reporting.

Related Project: Department of Health Data Integration COMPLETED but have added DOH's EMS IMAGETrend Data Project for FFY 2020 (HSP Traffic Records)

EMS / Injury Surveillance Recommendations

Improve the description and contents of the Injury Surveillance systems that reflect best practices identified in the Traffic Records Program Assessment Advisory.

State Accepts Recommendation. State Response: The RI TRCC will review the elements of its Injury Surveillance System and evaluate opportunities for integration of the various data sets for the goal of increasing safety-related analysis.

Related Project: Department of Health Data Integration

Data Use and Integration Recommendation

Improve the traffic records systems capacity to integrate data that reflects best practices identified in the Traffic Records Program Assessment Advisory.

State Accepts Recommendation. State Response: The RI TRCC will make integration a priority by evaluating available databases, propose establishing data sharing agreements among agencies, and coordinate data definitions across data sets both within and between agencies. The TRCC will elaborate on how the integrated data can benefit the participating agencies. The TRCC will investigate developing a formal document that serves as a data linkage roadmap.

Related Project: Traffic Records Coordinator

Traffic Records Supporting Non-Implemented Recommendations

Crash Recommendations

Improve the data dictionary for the Crash data system that reflects best practices identified in the Traffic Records Program Assessment Advisory.

State Accepts Recommendation. State Response: The State plans to produce a State of Rhode Island Crash Data Dictionary document that provides a comprehensive listing of all crash data elements, crash data business rules and edit checks, and any links to other State datasets (e.g. SafetyNET, Driver History, etc.). This document will be the primary source used for identifying the currently collected crash data elements in the State. The document will be updated, as required, to reflect improvements made to the data dictionary to increase its MMUCC-compliance.

Related Project: Crash – MMUCC Revision (HSP Traffic Records)

Improve the interfaces with the Crash data system that reflect best practices identified in the Traffic Records Program Assessment Advisory.

State Accepts Recommendation. State Response: The State will embark on an effort to identify core data system linkages (e.g. Roadway, EMS) to leverage existing data sets for the purpose of enhancing crash data analysis and reporting.

Related Project: Department of Health Data Integration COMPLETED but have added DOH's EMS IMAGETrend Data Project for FFY 2020 (HSP Traffic Records)

EMS / Injury Surveillance Recommendations

Improve the description and contents of the Injury Surveillance systems that reflect best practices identified in the Traffic Records Program Assessment Advisory.

State Accepts Recommendation. State Response: The RI TRCC will review the elements of its Injury Surveillance System and evaluate opportunities for integration of the various data sets for the goal of increasing safety-related analysis.

Related Project: Department of Health Data Integration

Data Use and Integration Recommendation

Improve the traffic records systems capacity to integrate data that reflects best practices identified in the Traffic Records Program Assessment Advisory.

State Accepts Recommendation. State Response: The RI TRCC will make integration a priority by evaluating available databases, propose establishing data sharing agreements among agencies, and coordinate data definitions across data sets both within and between agencies. The TRCC will elaborate on how the integrated data can benefit the participating agencies. The TRCC will investigate developing a formal document that serves as a data linkage roadmap.

Related Project: Traffic Records Coordinator

Traffic Records Supporting Non-Implemented Recommendations

Crash Recommendations

Improve the data quality control program for the Crash data system that reflects best practices identified in the Traffic Records Program Assessment Advisory.

State Accepts Recommendation. State Response: The State will investigate methods of providing crash data quality feedback to law enforcement reporting agencies and State data managers.

Related Project: Not directly Addressed in FFY 2020 funded project. RI is challenged with incorporating new computer systems and their complete integration into State Data agencies. DMV's new system became live on July 1, 2018. Our goal is to work with DMV in this coming fiscal year to identify lapses

Vehicle Recommendations

Improve the procedures/ process flows for the Vehicle data system that reflect best practices identified in the Traffic Records Program Assessment Advisory.

State Accepts Recommendation. State Response: The RI TRCC will determine if the DMV plans to update any existing State-specific policy/procedure manual or if one does not exist, whether the DMV will make it a priority to develop one.

Related Project: Not directly Addressed in FFY19 funded project due to new DMV computer system being brought online in FFY 2018.

Improve the data quality control program for the Vehicle data system that reflects best practices identified in the Traffic Records Program Assessment Advisory.

State Accepts Recommendation. State Response: The RI TRCC will promote the implementation of a 2D standard barcode for vehicle registrations.

The RI TRCC will encourage the DMV to integrate sample-based audits, trend analysis, and performance measures into the State's new Vehicle Registration system.

Related Project: Not directly addressed in FFY20 funded project.

Driver Recommendations

Improve the applicable guidelines for the Driver data system that reflect best practices identified in the Traffic Records Program Assessment Advisory.

State Accepts Recommendation. State Response: The RI TRCC will encourage the DMV to improve guidelines for the Driver data system.

Related Project: Not directly addressed in FFY19 funded project.

Improve the data dictionary for the Driver data system that reflects best practices identified in the Traffic Records Program Assessment Advisory.

State Accepts Recommendation. State Response: The RI TRCC will promote the development of a State of Rhode Island Driver Data Dictionary containing data element definitions, validations, and links to other data sets (e.g. vehicle, crash).

Related Project: Not directly addressed in FFY20 funded project.

Improve the interfaces with the Driver data system that reflect best practices identified in the Traffic Records Program Assessment Advisory.

State Accepts Recommendation. State Response: The RI TRCC will encourage increased DMV participation with the committee and promote data integration between the Driver and Vehicle databases as well as other traffic records databases. Update: DMV reports that this is being accomplished through the development and implementation of the DMV's new computer modernization system (RIMS).

Related Project: Not directly addressed in FFY2020 funded project.

Improve the data quality control program for the Driver data system that reflects best practices identified in the Traffic Records Program Assessment Advisory.

State Accepts Recommendation. State Response: The TRCC will encourage the DMV to review their Driver data quality control program and implement improvements using the Traffic Records Program Assessment Advisory as a guide.

Related Project: Not directly addressed in FFY2020 funded project.

Roadway Recommendations

Improve the procedures/ process flows for the Roadway data system that reflect best practices identified in the Traffic Records Program Assessment Advisory.

State Accepts Recommendation. State Response: RIDOT will use the results of the Data Integration Pilot Assessment to identify and document Roadway data system procedures and process flows. RIDOT working internally but not a funded project for FFY2020.

Related Project: Not directly addressed in FFY97 funded project.

Improve the interfaces with the Roadway data system that reflect best practices identified in the

Traffic Records Program Assessment Advisory.

State Accepts Recommendation. State Response: The State is in the process of getting IRE data and getting Roads and Highways running. RIDOT working internally but not a funded project for FFY2020

Related Project: Not directly addressed in FFY19 funded project.

Improve the data quality control program for the Roadway data system that reflects best practices identified in the Traffic Records Program Assessment Advisory.

State Accepts Recommendation. State Response: The RI TRCC will promote the establishment of Roadway performance measures as a tool to measure improvements to the data system.

Related Project: Not directly addressed in FFY19 funded project. . RIDOT working internally but not a funded project for FFY2020.

Citation / Adjudication Recommendations

Improve the data dictionary for the Citation and Adjudication systems that reflects best practices identified in the Traffic Records Program Assessment Advisory.

State Accepts Recommendation. State Response: The RI TRCC will promote the development of a State of Rhode Island Citation Data Dictionary document that will list all citation data elements, business rules and edit checks, and links to other State datasets.

The RI TRCC will promote the development of a Court Case Management System Data Dictionary.

Related Project: Not directly addressed in FFY2020 funded project.

Improve the procedures/ process flows for the Citation and Adjudication systems that reflect best practices identified in the Traffic Records Program Assessment Advisory.

State Accepts Recommendation. State Response: The RI TRCC will promote the implementation of a DUI Tracking System.

Related Project: Not directly addressed in FFY2020 funded project.

Improve the data quality control program for the Citation and Adjudication systems that reflects best practices identified in the Traffic Records Program Assessment Advisory.

State Accepts Recommendation. State Response: The RI TRCC will investigate overall documentation improvements for the Citation/Adjudication system that address the deficiencies identified during the assessment.

Related Project: Not directly addressed in FFY2020 funded project.

EMS / Injury Surveillance Recommendations

Improve the interfaces with the Injury Surveillance systems that reflect best practices identified in the Traffic Records Program Assessment Advisory.

State Accepts Recommendation. State Response: The RI TRCC will review the elements of its Injury Surveillance System and evaluate opportunities for integration of the various data sets for the goal of increasing safety-related analysis.

Related Project: Not directly addressed in FFY2020 funded project.

Improve the data quality control program for the Injury Surveillance systems that reflects best practices identified in the Traffic Records Program Assessment Advisory.

State Accepts Recommendation. State Response: The RI TRCC will identify goals for the various elements of the Injury Surveillance System to track the frequency, severity, and nature of injuries sustained in motor vehicle

crashes in the State.

Related Project: Not directly addressed in FFY2020 funded project.

Traffic Records for Model Performance Measures

C-X-1 Accessibility - Crash

Accessibility reflects the ability of legitimate users to successfully obtain desired data. The below process outlines one way of measuring crash data accessibility.

To measure accessibility:

Identify the principal users of the crash database. Query the principal users to assess (a) their ability to obtain the data or other services requested and (b) their satisfaction with the timeliness of the response to their request.

Document the method of data collection and the principal users' responses.

CA-C-01 – Citation Completeness

This performance measure is based on the CA-C-01 model.

Rhode Island will improve the Completeness of the Citation / Adjudication system as measured in terms of an Increase of:

The percentage of citation records with no missing critical data elements. *This measure also is also applicable to the adjudication file.

The state will show measurable progress using the following method:

The percentage of citation records with no missing critical data elements. *This measure also is also applicable to the adjudication file.

CC2 Completeness – Crash

The percentage of crash records with no missing data elements. Once the State completes the crash revision, the State will use the newly MMUCC-compliant data elements for this measure.

The State can assess overall completeness by dividing the number of records missing no elements by the total number of records entered into the database within a period defined by the State.

CI1 Integration – Crash, Citation, Driver, Vehicle, EMS

The percentage of appropriate records in the crash database that are linked to another system or file. Linking the crash database with the five other core traffic records databases can provide important information. For example, a State may wish to determine the percentage of inState drivers on crash records that link to the driver file.

The percentage of appropriate records in the crash database that are linked to another traffic records database (e.g. Citation, EMS, Driver, Vehicle, and Roadway).

State traffic records strategic plan

Strategic Plan, approved by the TRCC, that— (i) Describes specific, quantifiable and measurable improvements that are anticipated in the State's core safety databases (ii) Includes a list of all recommendations from its most recent highway safety data and traffic records system assessment; (iii) Identifies which recommendations the State intends to address in the fiscal year, the countermeasure strategies and planned activities that implement each recommendation, and the performance measures to be used to demonstrate quantifiable and measurable progress; and (iv) Identifies which recommendations the State does not intend to address in the fiscal year and explains the reason for not implementing the recommendations:

Supporting Documents
TR 2019 plan 405C.docx
2019 Crash Integration Performance Measure (1).docx

Planned activities that implement recommendations:

Unique Identifier	Planned Activity Name
NHTSAM3DA2005C	Crash MMUCC Revisions
NHTSAM3DA2007C	RI DOT OHS- Crash Form Training
NHTSAM3DA2003C	State Agencies (HEALTH) EMS Maintenance Contract Fee
NHTSAM3DA2006C	Traffic Records Data Warehouse

Quantitative and Measurable Improvement

Supporting documentation covering a contiguous 12-month performance period starting no earlier than April 1 of the calendar year prior to the application due date, that demonstrates quantitative improvement when compared to the comparable 12-month baseline period.

Supporting Documents
TR 2019 plan 405C.docx
2019 Crash Integration Performance Measure (1).docx

State Highway Safety Data and Traffic Records System Assessment

Date of the assessment of the State’s highway safety data and traffic records system that was conducted or updated within the five years prior to the application due date:

Date of Assessment: 4/3/2015

Requirement for maintenance of effort

ASSURANCE: The lead State agency responsible for State traffic safety information system improvements programs shall maintain its aggregate expenditures for State traffic safety information system improvements programs at or above the average level of such expenditures in fiscal years 2014 and 2015

405(d) Impaired driving countermeasures grant

Impaired driving assurances

Impaired driving qualification: Low-Range State

ASSURANCE: The State shall use the funds awarded under 23 U.S.C. 405(d)(1) only for the implementation and enforcement of programs authorized in 23 C.F.R. 1300.23(j).

ASSURANCE: The lead State agency responsible for impaired driving programs shall maintain its aggregate expenditures for impaired driving programs at or above the average level of such expenditures in fiscal years 2014 and 2015.

405(d) Alcohol-ignition interlock law grant

Alcohol-ignition interlock laws Grant

Legal citations to demonstrate that the State statute meets the requirement.

Requirement Description	State citation(s) captured
The State has enacted and is enforcing a law that requires all individuals convicted of driving under the influence or of driving while intoxicated to drive only motor vehicles with alcohol-ignition interlocks for an authorized period of not less than 6 months.	No

405(e) Distracted driving grant

Sample Questions

1	ENG	An estimate ___ percent of collisions involve some form of distracted inattention.	20	50	70	80	4	Y
2	ENG	Overall risk of a collision while using a cell phone increases by ___ percent.	30	50	200	400	4	Y
3	ENG	___ drivers who crashed after falling asleep did not detect any signs of drowsiness before the crash.	One quarter of	One half of	Three quarters of	All	2	Y
6	ENG	Which is not an example of Aggressive Driving?	Exceeding the speed limit	Following too closely	Obeying traffic controls	Making improper turns and maneuvers	3	Y
8	ENG	Each year, driver inattention is a factor in more than ___ crashed in North America	One million	One hundred thousand	One thousand	One hundred	1	Y
9	ENG	Looking away from the path of travel for _____ doubles the likelihood of a crash.	one minute	two or more seconds	one second	none of the above	2	N
10	ENG	When physical and mental distractions are combined, there is _____ a crash could occur.	no chance	a greater chance	all of the above	none of the above	2	N
12	ENG	Other occupants' behavior can be very distracting to the driver, especially for teen drivers. For teen drivers with two or more passengers, the risk of a fatal crash jumps by ___ percent.	100	200	300	400	3	Y
15	ENG	Which is not a technique for preventing and managing distractions?	Familiarize yourself with your vehicle's	Secure items that may move	Doing personal grooming while driving.	Pull safely off the road and out of traffic	3	Y
16	ENG	Remaining awake for extended periods of time can significantly increase drowsiness and its impact on driving ability. Research show that being awake for 18 hours produces impairment approximately equal to a blood alcohol concentration (BAC) of	10	5	2	0.05	4	Y
17	ENG	Drivers who work late-night or early-morning shifts are less likely to fall asleep while driving. True or	TRUE	FALSE			2	N
18	ENG	Approximately how many people were killed in 2010 due to distracted driving?	3000	4000	6000	none of the above	2	N
20	ENG	Which of the following actions is a contributor to 20% of all fatal distracted driving crashes?	Talking to passengers	Retrieving objects from	Using cell phones	Paying attention to the road	3	Y
22	ENG	Which of the following is NOT a leading cause of distracted driving accidents?	Retrieving objects from inside the car	Applying makeup	Talking to passengers	Texting and talking on a cell phone	3	Y
DISTRACTED DRIVING								
	ENG	Earphones or headsets are:	permitted to be used by a driver.	allowed to be used by the driver only when you are traveling on the interstate.	cannot be used by the driver.	allowed in city traffic.	3	Y

Legal citations

The State's texting ban statute, prohibiting texting while driving and requiring a minimum fine of at least \$25, is in effect and will be enforced during the entire fiscal year of the grant.

Is a violation of the law a primary or secondary offense?: Primary Offense

Date enacted: 11/9/2009

Date amended: 10/17/2017

Requirement Description	State citation(s) captured
Prohibition on texting while driving.	Yes
Definition of covered wireless communication devices.	Yes
Minimum fine of at least \$25 for an offense.	Yes

Citations

Legal Citation Requirement: Prohibition on texting while driving.

Legal Citation: R.I.G.L. 31-20-30 (a) (10)

Amended Date: 10/17/2017

Citations

Legal Citation Requirement: Prohibition on texting while driving.

Legal Citation: R.I.G.L. 31-22-30 (a) (10)

Amended Date: 10/17/2017

Citations

Legal Citation Requirement: Prohibition on texting while driving.

Legal Citation: R.I.G.L. 31-22-30 (a) (10)

Amended Date: 10/17/2017

Citations

Legal Citation Requirement: Definition of covered wireless communication devices.

Legal Citation: R.I.G.L. 31-22-30 (a) (10)

Amended Date: 10/17/2017

Citations

Legal Citation Requirement: Definition of covered wireless communication devices.

Legal Citation: R.I.G.L. 31-22-30 (a) (10)

Amended Date: 10/17/2017

Citations

Legal Citation Requirement: Minimum fine of at least \$25 for an offense.

Legal Citation: R.I.G.L. 31-22-30 (e)

Amended Date: 10/17/2017

Citations

Legal Citation Requirement: Minimum fine of at least \$25 for an offense.

Legal Citation: R.I.G.L. 31-22-30 (e)

Amended Date: 10/17/2017

Legal citations for exemptions to the State's texting ban:

Citations

Legal Citation Requirement:

Legal Citation: R.I.G.L. 31-22-30 (c) (1)

Amended Date: 10/17/2017

Citations

Legal Citation Requirement:

Legal Citation: R.I.G.L. 31-22-30 (c) (1)

Amended Date: 6/28/2019

The State's youth cell phone use ban statute, prohibiting youth cell phone use while driving and requiring a minimum fine of at least \$25, is in effect and will be enforced during the entire fiscal year of the grant.

Is a violation of the law a primary or secondary offense?: Secondary Offense

Date enacted: 6/29/2006

Date amended: 7/1/2014

Requirement Description	State citation(s) captured
Prohibition on youth cell phone use while driving.	Yes
Definition of covered wireless communication devices.	Yes
Minimum fine of at least \$25 for an offense.	Yes

Citations

Legal Citation Requirement: Prohibition on youth cell phone use while driving.

Legal Citation: R.I.G.L. 31-22-11.9

Amended Date: 7/1/2014

Citations

Legal Citation Requirement: Prohibition on youth cell phone use while driving.

Legal Citation: R.I.G.L. 31-22-11.9

Amended Date: 7/1/2014

Citations

Legal Citation Requirement: Definition of covered wireless communication devices.

Legal Citation: R.I.G.L. 31-22-30 (8)

Amended Date: 10/11/2017

Citations

Legal Citation Requirement: Definition of covered wireless communication devices.

Legal Citation: R.I.G.L. 31-22-30 (8)

Amended Date: 10/11/2017

Citations

Legal Citation Requirement: Minimum fine of at least \$25 for an offense.

Legal Citation: R.I.G.L. 31-22-11.9

Amended Date: 7/1/2014

Citations

Legal Citation Requirement: Minimum fine of at least \$25 for an offense.

Legal Citation: R.I.G.L. 31-22-11.9

Amended Date: 7/1/2014

Legal citations for exemptions to the State's youth cell phone use ban.

Citations

Legal Citation Requirement:

Legal Citation: R.I.G.L. 31-22-11.9

Amended Date: 7/1/2014

Citations

Legal Citation Requirement:

Legal Citation: R.I.G.L. 31-22-11.9

Amended Date: 7/1/2014

405(f) Motorcyclist safety grant

Motorcycle safety information

To qualify for a Motorcyclist Safety Grant in a fiscal year, a State shall submit as part of its HSP documentation demonstrating compliance with at least two of the following criteria:

Motorcycle rider training course: Yes

Motorcyclist awareness program: Yes

Reduction of fatalities and crashes: No

Impaired driving program: Yes

Reduction of impaired fatalities and accidents: No

Use of fees collected from motorcyclists: Yes

Motorcycle rider training course

Name and organization of the head of the designated State authority over motorcyclist safety issues:

State authority agency: Board of Governors for Higher Education and/or Community College of Rhode Island

State authority name/title: Anthony Ricci, RIREP Program Coordinator

Introductory rider curricula that has been approved by the designated State authority and adopted by the State:

Approved curricula: (i) Motorcycle Safety Foundation Basic Rider Course

Other approved curricula:

CERTIFICATION: The head of the designated State authority over motorcyclist safety issues has approved and the State has adopted the selected introductory rider curricula.

Counties or political subdivisions in the State where motorcycle rider training courses will be conducted during the fiscal year of the grant and the number of registered motorcycles in each such county or political subdivision according to official State motor vehicle records, provided the State must offer at least one motorcycle rider training course in counties or political subdivisions that collectively account for a majority of the State's registered motorcycles.

County or Political Subdivision	Number of registered motorcycles
Kent	5,805

Providence	13,671
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Total number of registered motorcycles in State.

Total # of registered motorcycles in State: 30,914

Motorcyclist awareness program

Name and organization of the head of the designated State authority over motorcyclist safety issues.

State authority agency: Board of Gov for Higher Ed and/or CCRI

State authority name/title: Anthony Ricci, RIREP Program Coordinator

CERTIFICATION: The State’s motorcyclist awareness program was developed by or in coordination with the designated State authority having jurisdiction over motorcyclist safety issues.

Performance measures and corresponding performance targets developed for motorcycle awareness that identifies, using State crash data, the counties or political subdivisions within the State with the highest number of motorcycle crashes involving a motorcycle and another motor vehicle.

Fiscal Year	Performance measure name	Target Period	Target Start Year	Target End Year	Target Value	Sort Order
2020	C-7) Number of motorcyclist fatalities (FARS)	5 Year	2016	2020	10.00	7
2020	C-8) Number of unhelmeted motorcyclist fatalities (FARS)	5 Year	2016	2020	5.00	8

Counties or political subdivisions within the State with the highest number of motorcycle crashes (MCC) involving a motorcycle and another motor vehicle.

County or Political Subdivision	# of MCC involving another motor vehicle
Bristol	5
Kent	19
Newport	7
Providence	70
Washington	10

Total number of motorcycle crashes (MCC) involving a motorcycle and another motor vehicle:

Total # of MCC crashes involving another motor vehicle: 111

Countermeasure strategies and planned activities that demonstrate that the State will implement data-driven programs in a majority of counties or political subdivisions where the incidence of crashes involving a motorcycle and another motor vehicle is highest.

Countermeasure Strategy
Communication Campaign

Motorcycle Rider Training

Unique Identifier	Planned Activity Name
NHTSA402PM2006	Creative Media (MC) Awareness Personal Protective Gear
NHTSAM9MA2001	Motorcycle Public Education Awareness and Outreach Campaign
NHTSA402PM2005	Paid Media (MC) Awareness Campaign (May)

Impaired driving program

Performance measures and corresponding performance targets developed to reduce impaired motorcycle operation.

Fiscal Year	Performance measure name	Target Period	Target Start Year	Target End Year	Target Value	Sort Order
2020	C-5) Number of fatalities in crashes involving a driver or motorcycle operator with a BAC of .08 and above (FARS)	5 Year	2016	2020	21.00	5
2020	C-7) Number of motorcyclist fatalities (FARS)	5 Year	2016	2020	10.00	7
2020	C-8) Number of unhelmeted motorcyclist fatalities (FARS)	5 Year	2016	2020	5.00	8

Countermeasure strategies and planned activities demonstrating that the State will implement data-driven programs designed to reach motorcyclists in those jurisdictions where the incidence of motorcycle crashes involving an impaired operator is highest based upon State data.

Countermeasure Strategy
Communication Campaign
Motorcycle Rider Training

Unique Identifier	Planned Activity Name
NHTSA402PM2006	Creative Media (MC) Awareness Personal Protective Gear

NHTSAM9MA2001	Motorcycle Public Education Awareness and Outreach Campaign
NHTSAFDLSP2001D	Municipalities Impaired Driving Law Enforcement Patrols & Training
NHTSA402PM2005	Paid Media (MC) Awareness Campaign (May)
NHTSA164AL2008	State Agencies (HEALTH) Alcohol Toxicology & BAT Mobile Support
NHTSA164AL2009	State Agencies (URI) Alcohol Enforcement & Training

Counties or political subdivisions with motorcycle crashes (MCC) involving an impaired operator.

County or Political Subdivision	# of MCC involving an impaired operator
Kent	1
Providence	4
Washington	3

Total number of motorcycle crashes involving an impaired operator:

Total # of MCC involving an impaired operator: 6

Use of fees collected from motorcyclists for motorcycle programs

Process under which all fees collected by the State from motorcyclists for the purposes of funding motorcycle training and safety programs are used for motorcycle training and safety programs.

Use of fees criterion: Law State

Legal citations for each law state criteria.

Requirement Description	State citation(s) captured
The State law or regulation requiring that all fees collected by the State from motorcyclists for the purpose of funding motorcycle training and safety programs are to be used for motorcycle training and safety programs.	Yes
The State law appropriating funds demonstrates that for the current fiscal year, for requiring all fees collected by the State from motorcyclists for the purpose of funding motorcycle training and safety programs are spent on motorcycle training and safety programs.	Yes

Citations

Legal Citation Requirement: The State law or regulation requiring that all fees collected by the State from motorcyclists for the purpose of funding motorcycle training and safety programs are to be used for motorcycle training and safety programs.

Legal Citation: Rhode Island General Law 31-10.1-1.1 (c)

Amended Date: 7/1/2008

Citations

Legal Citation Requirement: The State law or regulation requiring that all fees collected by the State from

motorcyclists for the purpose of funding motorcycle training and safety programs are to be used for motorcycle training and safety programs.

Legal Citation: Rhode Island General Law 31-10.1-1.1 (c)

Amended Date: 7/1/2008

Citations

Legal Citation Requirement: The State law appropriating funds demonstrates that for the current fiscal year, for requiring all fees collected by the State from motorcyclists for the purpose of funding motorcycle training and safety programs are spent on motorcycle training and safety programs.

Legal Citation: Rhode Island General Law 31-10.1-1.1 (c)

Amended Date: 7/1/2008

Citations

Legal Citation Requirement: The State law appropriating funds demonstrates that for the current fiscal year, for requiring all fees collected by the State from motorcyclists for the purpose of funding motorcycle training and safety programs are spent on motorcycle training and safety programs.

Legal Citation: Rhode Island General Law 31-10.1-1.1 (c)

Amended Date: 7/1/2008

405(g) State graduated driver licensing incentive grant

Graduated driver licensing

Date that the State's graduated driver's licensing statute requiring both a learner's permit stage and intermediate stage prior to receiving an unrestricted driver's license was last amended. The statute must be in effect and be enforced during the entire fiscal year of the grant.

Graduated driver licensing law last amended on: 10/4/2017

Legal citations demonstrating that the State statute meets the requirement.

Requirement Description	State citation(s) captured
Applies prior to receipt of any other permit, license, or endorsement by the State if applicant is younger than 18 years of age and has not been issued an intermediate license or unrestricted driver's license by any State.	No
Applicant must pass vision test and knowledge assessment.	No
In effect for at least 6 months.	No
In effect until driver is at least 16 years of age.	No
Must be accompanied and supervised at all times.	No
Requires completion of State-certified driver education or training course or at least 50 hours of behind-the-wheel training, with at least 10 of those hours at night.	No

Prohibits use of personal wireless communications device.	No
Extension of learner's permit stage if convicted of a driving-related offense.	No

Legal citations for exemptions to the State's texting ban:

Legal citations demonstrating that the State statute meets the requirement.

Requirement Description	State citation(s) captured
Commences after applicant younger than 18 years of age successfully completes the learner's permit stage, but prior to receipt of any other permit, license, or endorsement by the State.	No
Applicant must pass behind-the-wheel driving skills assessment.	No
In effect for at least 6 months.	No
In effect until driver is at least 17 years of age.	No
Must be accompanied and supervised between hours of 10:00 p.m. and 5:00 a.m. during first 6 months of stage, except when operating a motor vehicle for the purposes of work, school, religious activities, or emergencies.	No
No more than 1 nonfamilial passenger younger than 21 years of age allowed.	No
Prohibits use of personal wireless communications device.	No
Extension of intermediate stage if convicted of a driving-related offense.	No

Legal citations for exemptions to the State's texting ban:

405(h) Nonmotorized safety grant

ASSURANCE: The State shall use the funds awarded under 23 U.S.C. 405(h) only for the authorized uses identified in § 1300.27(d).

1906 Racial profiling data collection grant

Racial profiling data collection grant

Application Type: Official documents

Official documents

Official documents that demonstrate that the State maintains and allows public inspection of statistical information on the race and ethnicity of the driver for each motor vehicle stop made by a law enforcement officer on all public roads except those classified as local or minor rural roads.

Law: Yes

Regulation: No

Binding policy directive: No

Letter from the Governor: No

Court order: No

Other: No

Enter other document type:

Each requirement below provides legal citations to demonstrate that the State statute meets the requirement:

Requirement Description	State citation(s) captured
Law(s) that demonstrate that the State maintains and allows public inspection of statistical information on the race and ethnicity of the driver for each motor vehicle stop made by a law enforcement officer on all public roads except those classified as local or minor rural roads.	Yes

Citations

Legal Citation Requirement: Law(s) that demonstrate that the State maintains and allows public inspection of statistical information on the race and ethnicity of the driver for each motor vehicle stop made by a law enforcement officer on all public roads except those classified as local or minor rural roads.

Legal Citation: R.I.G.L Title 38

Amended Date:

Citations

Legal Citation Requirement: Law(s) that demonstrate that the State maintains and allows public inspection of statistical information on the race and ethnicity of the driver for each motor vehicle stop made by a law enforcement officer on all public roads except those classified as local or minor rural roads.

Legal Citation: R.I.G.L. Title 38-2-3

Amended Date: 7/26/2016

Official documents that demonstrate that the State maintains and allows public inspection of statistical information on the race and ethnicity of the driver for each motor vehicle stop made by a law enforcement officer on all public roads except those classified as local or minor rural roads.

Supporting Document
FY18 1906 - Racial Profiling Completed.pdf

Certifications, Assurances, and Highway Safety Plan PDFs

Certifications and Assurances for 23 U.S.C. Chapter 4 and Section 1906 grants, signed by the Governor's Representative for Highway Safety, certifying to the HSP application contents and performance conditions and providing assurances that the State will comply with applicable laws, and financial and programmatic requirements.

Supporting Document
FFY 2020 CERT ASSURANCES SIGNE.pdf

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