



COMMONWEALTH OF THE NORTHERN MARIANAS ISLANDS



DEPARTMENT OF PUBLIC SAFETY Highway Safety Office



Federal Fiscal Years 2024, 2025, 2026 Triennial Highway Safety Plan

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**Commonwealth of the Northern Mariana Islands (CNMI)
Federal Fiscal Years: 2024, 2025, 2026
Triennial
Highway Safety Plan**

Prepared for

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

Prepared by

**Commonwealth of the Northern Mariana Islands
Department of Public Safety
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EXECUTIVE SUMMARY

The Triennial Highway Safety Plan (3HSP) for the Commonwealth of the Northern Mariana Islands (CNMI) covering Federal Fiscal Years 2024, 2025, and 2026 serves as the Territory's formal request to the National Highway Traffic Safety Administration (NHTSA) for federal funding under Section 402. It outlines a three-year period of the CNMI's data-driven highway safety program, establishing performance targets and selecting appropriate strategies to allocate funds and achieve those targets.

According to CNMI Public Law 3-61§ 1 (§101), the Department of Public Safety (DPS) was established and granted the authority to enforce all traffic laws throughout the CNMI. The DPS Commissioner, who also serves as the Governor's Highway Safety Representative (GR), acts as the primary liaison between various government and private entities, the legislature, and other safety advocates in conjunction with the DPS Highway Safety Office.

The DPS Highway Safety Office provides guidance and leadership by developing, promoting, and coordinating various highway safety programs. These programs encompass Traffic Crash Reduction, Prevention of Alcohol and Drug Impaired Driving, Pedestrian/Bicycle Safety, Motorcycle Safety, Occupant Protection and Child Restraint, and Emergency Medical Services.

The development of the 3HSP is based on an annual analysis of traffic-related reports that contain information such as traffic records, citations, injuries, fatalities, emergency medical services data, adjudication and incarceration records, as well as input from the general public.

§ 1300.11 (1)

Highway Safety Planning Process and Problem Identification

§ 1300.11 (1) (i)

Data Sources and Processes

By utilizing established procedures and data resources, the Department of Public Safety (DPS) Highway Safety Office (HSO) in the Commonwealth of the Northern Mariana Islands (CNMI) has successfully identified key issues in highway safety, established performance measures, set targets, and formulated evidence-based strategies and projects in various program areas. These program areas encompass occupant protection, child restraint, impaired driving (alcohol and drugs), pedestrian and bicycle safety, motorcycle safety, traffic crash reduction, as well as traffic injuries and fatality reduction.

Through these efforts, we can evaluate the strengths and weaknesses of our existing programs and identify areas that require more attention for future planning and reporting purposes.

To gather relevant data, the CNMI relies on the following sources:

- CNMI citation and violation statistics
- Records Management Systems (RMS)
- Driver and Vehicle reports
- Citation/Adjudication reports
- EMS/Injury Surveillance reports
- Survey results, including Safety Belt usage, Child Passenger Restraint usage, and Attitudinal Surveys that indicate concerns regarding highway safety programs.

List of Information and Data Sources

Data and Other Information Sources

Traffic safety professionals in the CNMI understand that data is a critical component necessary to make decisions about traffic safety problems throughout the territory and to identify effective countermeasures to manage and evaluate programs. As data is a crucial part for the development of countermeasures, it is important to maintain data which is timely and accurate.

The CNMI and other Pacific U.S. Territories are not included in the Fatality Analysis and Reporting System (FARS). Therefore, local data is used for problem identification and target settings.

The CNMI's Traffic Records System is made up of six core data systems – crash, roadway, driver, citation/adjudication, vehicle, and EMS/injury surveillance.

Crash Data – DPS holds crash data reports such as: CNMI Crash Reporting System (CRS), Online System for Crash Analysis and Reporting (OSCAR)

Roadway – The CNMI Department of Public Works (DPW), Highway Division is responsible for the collection and maintenance of roadway system data.

Driver – The DPS Bureau of Motor Vehicle (BMV) maintains driver data. It includes records of licensed drivers and expired licenses.

Citation/Adjudication – The E-Citation and Adjudication system track the citation from issuance by law enforcement officer to the offender, with the appropriate charge and to the Court. The unique citation will then be adjusted and the disposition of the associated charges will be entered into the driver and vehicle systems. Responsibility for each part of this process is assigned to the appropriate agency. The DPS holds records of citations in the CNMI.

Vehicle – The DPS BMV maintains the vehicle data system. This includes vehicle registrations and title transactions.

EMS/Injury Surveillance – The Department of Fire & EMS (DFEMS) maintains the EMS run data, outpatient data (including emergencies), hospital discharge data, and trauma data.

Survey Results:

- **Safety Belt and Child Restraint Usage Surveys / Pre and Post Events**

The CNMI conducts two (2) observational safety belt surveys – one pre-survey in May, and one post survey in June or July for safety belts; and a child restraint survey in September. These surveys reflect the impact of the enforcement and educational efforts during the *Click-It-Or-Ticket* AND *Child Passenger Safety campaigns*.

- **Attitudinal Survey**

This survey indicates highway safety concerns by programs from the community. It identifies what areas the department should focus more enforcement and education on, based on the community's responses indicating their knowledge of highway safety laws affecting their behavior on the highways.

Description of Outcomes

All available state/territory data is collected and used for traffic safety planning purposes. However, the territories are not included in the following data collection:

- Fatality Analysis and Reporting System (FARS)
- Vehicle-Miles Traveled (VMT)

Identification of Participants in the Processes

Recognizing the importance of collaboration for an effective traffic safety program, the CNMI acknowledges the need to partner with various stakeholders to identify and address issues through appropriate countermeasures.

The CNMI's traffic safety officials have fostered strong partnerships with several government agencies and businesses across Saipan, Tinian, and Rota, who share a common goal of reducing traffic crashes, injuries, and fatalities on CNMI highways. These partnerships include:

- Department of Public Safety (Highway Safety Office, Highway Patrol, Patrol Section, Bureau of Motor Vehicles, Tourism Orient Policing, Motor Carrier)
- Department of Fire & EMS
- Commonwealth Health Care Corporation, including the Health Disparities Program and Substance Abuse Addiction & Rehabilitation Program (SAAR)
- Commonwealth Ports Authority
- CNMI Courts
- CNMI Legislature
- Attorney General's Office
- Public School System and Private Schools
- Department of Community & Cultural Affairs (Division of Youth Services)
- Department of Commerce, Division of Alcohol, Beverage, Tobacco Control
- Marianas Visitors Authority
- Various business establishments such as stores, car rental companies, taxi companies, tour agencies, radio stations, television companies, newspaper and magazine companies, and more.

By collaborating with these stakeholders, the CNMI aims to enhance the effectiveness of its traffic safety initiatives and collectively work towards the goal of creating safer roadways.

§ 1300.11 (1) (ii) Description of Highway Safety Problems

The given chart presents a summary of traffic crashes, citations, fatalities, and serious injuries in different program areas. It also indicates the seat belt usage trend for the year 2022 for Saipan, Tinian and Rota. The CNMI experienced an increase in traffic violations, specifically speed, seat belt infractions, and non-compliance with child restraint regulations. However, there was a decrease in the number of crashes involving speed, pedestrians, and bicycle-related incidents. Therefore, it is crucial to prioritize these areas and incorporate them as vital components of our safety initiatives for Fiscal Year 2024, Fiscal Year 2025, and Fiscal Year 2026.

We aim to decrease the overall occurrence of traffic crashes, capitalizing on the current declining pattern. While the rate of seat belt usage has been relatively satisfactory, there is still potential for improvement, especially regarding the use of child restraints. Our objective is to elevate seat belt compliance and ensure the enhancement of appropriate measures for child restraint.

Despite consistent public education and presentations on child restraints conducted at schools and community events, along with our ongoing Child Restraint Purchase Assistance Program, the rate of child restraint usage in the CNMI stood at 82.87% in 2022, experiencing a 2.45 percentage point increase from 80.42% in 2020. However, we believe that with more proactive public education and enforcement endeavors, this figure could be further elevated.

Occupant Protection/Child Restraint DATA	2018	2019	2020	2021	2022
Occupant Protection usage rate	89.28%	93.92%	93.92%	96.43%	95.71%
Child Restraint usage rate	73.32%	80.42%	80.42%	* N/A	82.87%
Total seat belt citations issued	854	1,447	806	593	1,231
Total child restraint citations issued	33	104	40	24	85
Total serious injuries seat belt use	0	0	0	0	3
Total serious injuries non-seat belt use	11	3	3	3	3
Total serious injuries child restraint use	0	0	0	1	0

* The survey planned for 2021 was not conducted due to the high community outbreak of positive COVID19 cases which caused all schools to be closed from September 2021 to January 2022. Day care centers and elementary schools are the primary locations where surveys are conducted.

Considering that the CNMI is an underserved community with diverse ethnicities, it is crucial to develop strategies that address the unique challenges and characteristics of the population. This may involve tailoring education campaigns, providing multilingual resources, and considering cultural factors when implementing safety initiatives. We have identified projects that align with each performance measure to achieve our goals of reducing fatalities and serious injuries caused by traffic crashes in the CNMI. The CNMI Department of Public Safety – Highway Patrol Sections in Saipan, Tinian, and Rota also adhere to an evidence-based traffic safety enforcement plan to determine locations for enforcement efforts. More detailed problem identifications of the program areas are provided in each program area section of the 3HSP.

The Islands of Saipan, Tinian, and Rota in the CNMI

CRASH DATA	2018	2019	2020	2021	2022
Total traffic crashes	2,158	2,021	1,213	1,315	1,329
Total serious injuries	9	2	4	6	10
Total fatalities	4	2	2	4	5
Total traffic citations issued (traffic violation)	3,844	4,629	2,790	3,149	5,862

SPEED DATA	2018	2019	2020	2021	2022
Speed related traffic crashes	430	404	239	264	221
Total speed related serious injuries	9	2	4	1	5
Total speed related fatalities	4	1	2	4	1
Total speed citations issued	767	929	749	602	919

PEDESTRIAN DATA	2018	2019	2020	2021	2022
Total auto/pedestrian related traffic crashes	25	16	13	16	12
Total auto/pedestrian related serious injuries	1	1	1	2	2
Total auto/pedestrian related fatalities	3	1	0	1	2

BICYCLE DATA	2018	2019	2020	2021	2022
Total auto/bicycle related traffic crashes	12	14	5	8	4
Total auto/bicycle related serious injuries	1	1	0	0	0
Total auto/bicycle related fatalities	0	0	0	0	0

Occupant Protection/Child Restraint DATA	2018	2019	2020	2021	2022
Occupant Protection usage rate	89.28%	93.92%	93.92%	96.43%	95.71%
Child Restraint usage rate	73.32%	80.42%	80.42%	N/A	82.87%
Total seat belt citations issued	854	1,447	806	593	1,231
Total child restraint citations issued	33	104	40	24	85
Total serious injuries seat belt use	0	0	0	0	3
Total serious injuries non-seat belt use	11	3	3	3	3
Total serious injuries child restraint use	0	0	0	1	0
Total serious injuries non-child restraint use	0	0	0	0	0
Total fatalities: seat belt	1	1	1	2	3
Total fatalities: child restraint	0	0	0	0	0

IMPAIRED DATA	2018	2019	2020	2021	2022
Total DUI Arrests (Alcohol and .08 B.A.C. or more)	220	190	200	291	278
Total DUI Arrests (Alcohol less than .08 B.A.C.)	62	43	20	23	45
Total alcohol crashes	88	86	64	69	78
Total alcohol serious injuries	8	2	4	2	2
Total alcohol fatalities	4	0	2	3	2

Methods for Project Selection

Schedule of Events	
February 2023	Request for Applications for FFY2024 <ul style="list-style-type: none"> • Send out letters to respective sub-grantees stating proposal process and priority program areas • Schedule meeting/training dates • Conduct meeting/training to discuss application process to include projects that should be developed to target highway safety problem areas identified through data and surveys aimed to reduce traffic fatalities and serious injuries
March 2023	Deadline to submit FFY24 grant applications to HSO
April 2023	Review of grant applications; HSO staff to work with applicants on clarifications, etc.
May – June 2023	Prepare Highway Safety Plan
July 01, 2023	Triennial Highway Safety Plan due to NHTSA
August 01, 2023	Annual Grant Application due to NHTSA
August – September 2023	Notification of application approval
October 2023	FFY2024 begins Finalize and closeout previous year grants
December 2023	FFY 2023 Annual Report due to NHTSA

- Application selections are based on:
 - applicant's prior year's performance, timely project completion, and meeting goals.
 - applicant's proposed countermeasure activities on how they would address problem identifications to improve highway safety in the different program areas.
 - apply Countermeasures that Work guidelines as reference in the selection of evidence-based countermeasure strategies.
 - data or statistics used to identify the problem identification are also reviewed.

Project Agreement Contents:

- Federal Award Information
- Authorization to Proceed (contingent on funding availability)
- Agency Information Sheet: Application, Project Information
- Budget Itemization indicating how much each project will be funded
- Acceptance of Condition
- Agreement of Understanding and Compliance
- Once funding is received, funds are distributed accordingly

§ 1300.11 (2) **Public Participation & Engagement**

Occupant Protection / Child Restraint, Impaired Driving Prevention, and Speed Enforcement

§ 1300.11 (2) (i) *Engagement Planning:*

Community engagement is essential for the attainment of our objectives. We actively connect with schools and community organizations, delivering educational and awareness presentations across all education levels, ranging from early education to high schools. Additionally, we organize presentations for parents, teachers, and various community organizations, representing diverse ethnic backgrounds.

During these informative sessions, our committed officers and staff offer valuable education and awareness materials while actively seeking input, feedback, and suggestions. These presentations are held:

- quarterly
- during campaign periods
- as requested by partner agencies
- in conjunction with community events

The presenters take note of the feedback and suggestions received which are then integrated into meeting agendas and discussed by DPS HP officers and HSO staff. Concerns that are identified as valid and authentic which are supported by data are considered during problem identification and subsequently factored into the selection of countermeasures, strategies, and funding allocation for program planning.

§ 1300.11 (2) (ii) *Engagement Outcomes:*

The following are some of the community events that were conducted to address issues listed under the Problem Identification section:

- Within the framework of the CPS Week campaign, the DPS HP sections delivered outreach presentations on car seats at three daycare centers. These centers cater to children whose parents receive federal assistance for daycare expenses. The attendance at these presentations provided parents with vital information on the significance of child restraint systems for their kids. Feedback received from the parents revealed that the primary obstacle preventing them from using car seats is the high cost. Although they recognize the importance of car seats, they are unable to afford them financially. In response, the DPS HSO intends to sustain the ongoing Child Restraint Purchase Assistance Program and ensure that the general public is aware of the availability of such assistance. Funding will continue to be allocated to cover a portion of the car seat costs, as well as advertising costs for child passenger safety ads.

Enforcement activities, including checkpoints and low-visibility operations, will continue. The effectiveness of our efforts will be measured by the number of citations issued and the rate of car seat usage.



- As part of our initiatives, the DPS HSO conducted educational outreach on child restraint systems in October 2022, during the Seat Check Saturday event at the Sabalu Public Market. This weekly community gathering attracts individuals of all ages, including community members, farmers, fishermen, and vendors. By actively promoting the event on radio stations and social media, we successfully engaged numerous parents and caregivers seeking information on car seats, their availability, considerations regarding child age and weight, and overall safety.

Since the event fostered open dialogue, we received positive feedback regarding the ongoing program and requests for further assistance, particularly from lower-income families deemed high-risk populations.

These affirmative responses confirm that we are moving in the right direction to enhance our child restraint program. The requests for additional assistance are carefully considered when determining the allocation of funding.

- With the generous support of McDonald's of Saipan and J's Restaurant, we successfully organized two engagement events held at centrally located venues in Saipan. These establishments attract individuals of all age groups, particularly retirees who often spend their mornings there. Both locations are wheelchair-accessible, ensuring inclusivity for people with disabilities.

These events provided the public with valuable opportunities to interact with our officers and express any concerns or issues they may have. Matters raised, such as speeding and impaired driving, were duly noted by the officers, who assured the attendees that appropriate actions would be taken to address them. These factors will be considered during problem identification and in the determination of strategies and activities. Enforcement measures, including laser speed enforcement and sobriety checkpoints, will be continued to ensure road safety.

- In previous years, the DPS HSO distributed the Attitudinal Survey at the Bureau of Motor Vehicle (BMV). This survey consisted of questionnaires aimed at assessing the public's knowledge of our laws, rules of the road, and various highway safety programs. However, since the pandemic, the distribution of the survey has been discontinued. DPS plans to continue with the survey in FFY2024.

We have made updates to our survey questionnaires and are collaborating with the local college to have students complete the surveys as part of their class projects. Considering that the 18 and above age group represents the majority of crash and serious injury data, targeting the local college allows us to gather information from a demographic that aligns with this age group. Collection of surveys will be done at the end of every semester. Compilation of the survey results will determine the effectiveness of our enforcement and educational outreach activities, which will be utilized in the problem identification process.

Additionally, we have established a partnership with our collaborator, the local hospital (Commonwealth Health Care Corporation – CHCC) Maternal, Infant, and Early Childhood Home Visiting Program. This program provides support to pregnant individuals and parents with young children residing in the communities facing higher risks and obstacles in achieving positive maternal and child health outcomes. Participating families work alongside health, social service, and child development professionals, connecting them to community resources and support. Quarterly collection of the surveys will also assist in the determination of problem identification process.

To expand our outreach efforts and engage the public further, we will also be posting the survey on the DPS website, increasing its exposure and accessibility.

§ 1300.11 (2) (iii) *Ongoing Engagement Planning:*

Over the next three years, we will maintain our unwavering commitment to engaging with the community in order to address the challenges faced in the CNMI. Our main goal is to effectively address traffic violations, reduce incidents of speeding, and tackle the concerning number of seat belt citations. Throughout our community engagement initiatives, we have been attentive and responsive to the concerns expressed by community members regarding these matters.

- The CNMI HSO child restraint program will continue on to the next three (3) years.
- HP officers from Saipan, Tinian and Rota will continue to conduct enforcement activities such as:
 - Sobriety Checkpoints
 - Seat Belt and Child Restraint Checkpoints
 - Laser Speed Enforcement
 - Low Visibility Enforcements (covert operations) – seat belts, child restraints, and speed
 - Bicycle and Pedestrian Safety Enforcements

- The CNMI HSO and HP officers will persist in organized public education and outreach events, as well as advertising campaigns, to ensure continuous community exposure to all aspects of highway safety, catering to diverse demographics.

Towards Vision Zero

The United States Department of Transportation National Roadway Safety Strategy (NRSS) outlines the Department's comprehensive approach to significantly reducing serious injuries and deaths on our Nation's highways, roads, and streets. This is the first step in working toward an ambitious long-term goal of reaching zero roadway fatalities.

The CNMI will adapt and implement all recommended approaches. To achieve our zero deaths vision, everyone must accept that fatalities and serious injuries are unacceptable and preventable.

Safe System Approach



The CNMI supports the Safety System Approach model which has been embraced by the transportation community as an effective way to address and mitigate the risks inherent in the complex transportation system. It involves the prevention of crashes from happening in the first place and minimize the harm caused to those involved when crashes do occur which are the first responders.

It focuses on both human mistakes AND human vulnerability and designs a system with many redundancies in place to protect everyone.

§ 1300.11 (3) **Performance Plan**

			Base Years (Historical Data)					
GHSA/NHTSA Recommended/Optional PERFORMANCE PLAN CHART FY24 -26 Highway Safety Plan¹			2017	2018	2019	2020	2021	2022²
C-1	Traffic Fatalities	State Annual	6	4	2	2	4	5
	Reduce total fatalities to <u>1</u> from a current safety level of <u>3.40</u> by <u>71</u> %	Rolling Avg.	2.2	3	3.2	3.2	3.2	3.4
C-2	Serious Injuries in Traffic Crashes	State Annual	11	9	2	4	6	10
	Reduce serious traffic injuries to <u>4</u> from a current safety level of <u>6.20</u> by <u>35</u> %	Rolling Avg.	12	12	12.2	11.48	11.86	11.91
C-3	Fatalities/100M VMT	FARS Annual	N/A	N/A	N/A	N/A	N/A	
	Reduce fatality rate to ____ from a current safety level of ____ by ____ %	Rolling Avg.	N/A	N/A	N/A	N/A	N/A	
C-4	Unrestrained Passenger Vehicle Occupant Fatalities, All Seat Positions ³	State Annual	1	1	1	1	2	3
	Reduce unrestrained passenger vehicle occupant fatalities, all seat positions to <u>0</u> from a	Rolling Avg.	1	1	3.5	1.2	1.54	1.65

¹ States have the flexibility to establish a target covering the triennial period (i.e., 2024-2026) for each measure or states may opt to set annual targets for each year covering the triennial HSP period (i.e., 2024, 2025 and 2026).

² States can opt to provide 2022 state level data as available.

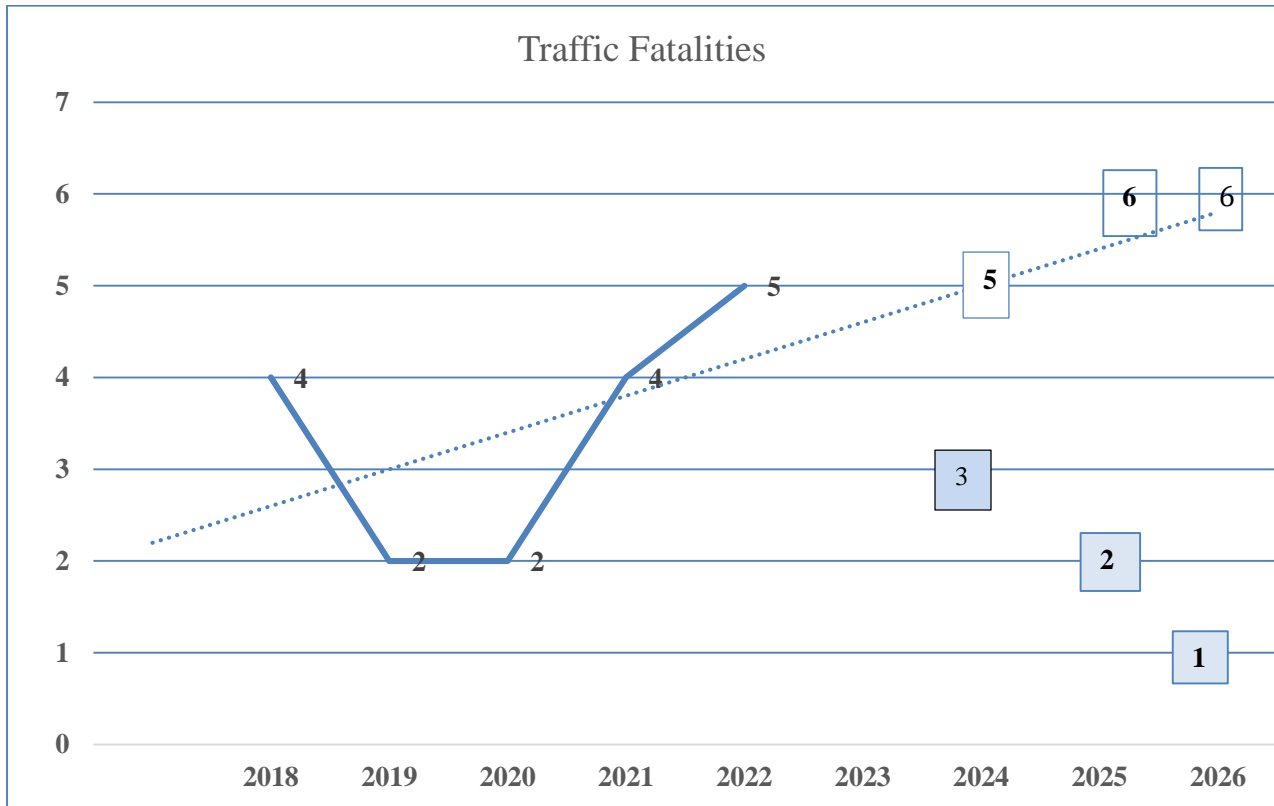
			Base Years (Historical Data)					
GHSA/NHTSA Recommended/Optional PERFORMANCE PLAN CHART FY24 -26 Highway Safety Plan ¹			2017	2018	2019	2020	2021	2022 ²
	current safety level of <u>1.60</u> by <u>100</u> % by December 31, 2026							
C-5	Alcohol-Impaired Driving Fatalities	State Annual	3	4	0	2	3	2
	Reduce alcohol-impaired driving fatalities to <u>0</u> from a current safety level of <u>2.20</u> by <u>100</u> % by December 31, 2026	Rolling Avg.	1.4	1.8	1.8	2	1.8	1.76
C-6	Speeding-Related Fatalities	State Annual	2	4	1	2	4	1
	Reduce speeding-related fatalities to <u>0</u> from a current safety level of <u>2.40</u> by <u>100</u> % by December 31, 2026	Rolling Avg.	.80	1.80	2.2	1.4	1.44	1.53
C-7	Motorcyclist Fatalities	State Annual	0	0	0	0	1	0
	Maintain motorcyclist fatalities at <u>0</u> by December 31, 2026	Rolling Avg.	0	0	0	0	0	0

			Base Years (Historical Data)					
GHSA/NHTSA Recommended/Optional PERFORMANCE PLAN CHART FY24 -26 Highway Safety Plan ¹			2017	2018	2019	2020	2021	2022 ²
C-8	Unhelmeted Motorcyclist Fatalities	State Annual	0	0	0	0	1	0
	Maintain unhelmeted motorcyclist fatalities at <u> 0 </u> by December 31, 2026	Rolling Avg.	0	0	0	0	0	0
C-9	Drivers Age 20 or Younger involved in Fatal Crashes	State Annual	1	0	0	0	0	0
	Maintain age 20 and younger involved in fatal crashes at <u> 0 </u> by December 31, 2026	Rolling Avg.	.20	0	0	0	0	.04
C-10	Pedestrian Fatalities	State Annual	3	3	1	0	1	2
	Reduce pedestrian fatalities to <u> 0 </u> from a current safety level of <u> 1.40 </u> by <u> 100 </u> % by December 31, 2026	Rolling Avg.	.20	.80	1.40	.60	.64	.73
C-11	Bicyclist Fatalities	State Annual	0	0	0	0	0	0
	Maintain bicyclist fatalities at <u> 0 </u> by December 31, 2026	Rolling Avg.	0	0	0	0	0	0

			Base Years (Historical Data)					
GHSA/NHTSA Recommended/Optional PERFORMANCE PLAN CHART FY24 -26 Highway Safety Plan ¹			2017	2018	2019	2020	2021	2022 ²
B-1	Observed Seat Belt Use for Passenger Vehicles, Front Seat Outboard Occupants (State Survey) Increase observed seat belt use for passenger vehicles, front seat outboard occupants to <u>97%</u> from a current safety level of <u>95.71</u> by <u>1</u> percent by December 31, 2026	State Annual	92.23	89.28	93.92	93.92	96.43	95.71
	D-3 EMS program area performance measures Reduce the average response time from the time the call is received to arrival at crash site by <u>1</u> minute from <u>10</u> to <u>9</u> by December 31, 2026	State Annual	7	6	10	10	10	10

Performance Plan	Actual (Base Years)					5-year Avg. (Constant)	In Progress	Projections (Improved)		
	2018	2019	2020	2021	2022			2023	2024	2025
C-1 Total Fatalities	4	2	2	4	5	3.40	1	3	2	1
C-2 Total Serious Injuries	9	2	4	6	10	6.20	3	6	5	4
C-3 Fatalities /100M VMT	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a
C-4 Unrestrained Fatalities	1	1	1	2	3	1.60	1	1	0	0
C-5 Alcohol-Impaired Fatalities	4	0	2	3	2	2.20	1	2	1	0
C-6 Speed-Related Fatalities	4	1	2	4	1	2.40	1	2	1	0
C-7 Motorcycle Fatalities	0	0	0	0	0	0	0	0	0	0
C-8 Un-helmeted Motorcycle Fatalities	0	0	0	0	0	0	0	0	0	0
C-9 Driver Age 20 or Younger in Fatal Crashes	0	0	0	0	0	0	0	0	0	0
C-10 Pedestrian Fatalities	3	1	0	1	2	1.40	0	1	0	0
C-11Bicyclist Fatalities	0	0	0	0	0	0	0	0	0	0
B-1 Observed Seat Belt Use	89.28	93.92	93.92	96.43	95.71			96	96.5	97
D-1 Distracted Driving										
D-1 Traffic Records										
D-3 EMS	7	6	10	10	10		10	10	10	9
D-4 Unattended Passenger										

C-1 Traffic Fatalities



Performance Target	Target Metric Type	Target Value	Target Period	Target Years
C-1) Traffic Fatalities (Territory Crash Data Files)	Numeric	2024 – 3 2025 – 2 2026 – 1	5 Year	2022-2026

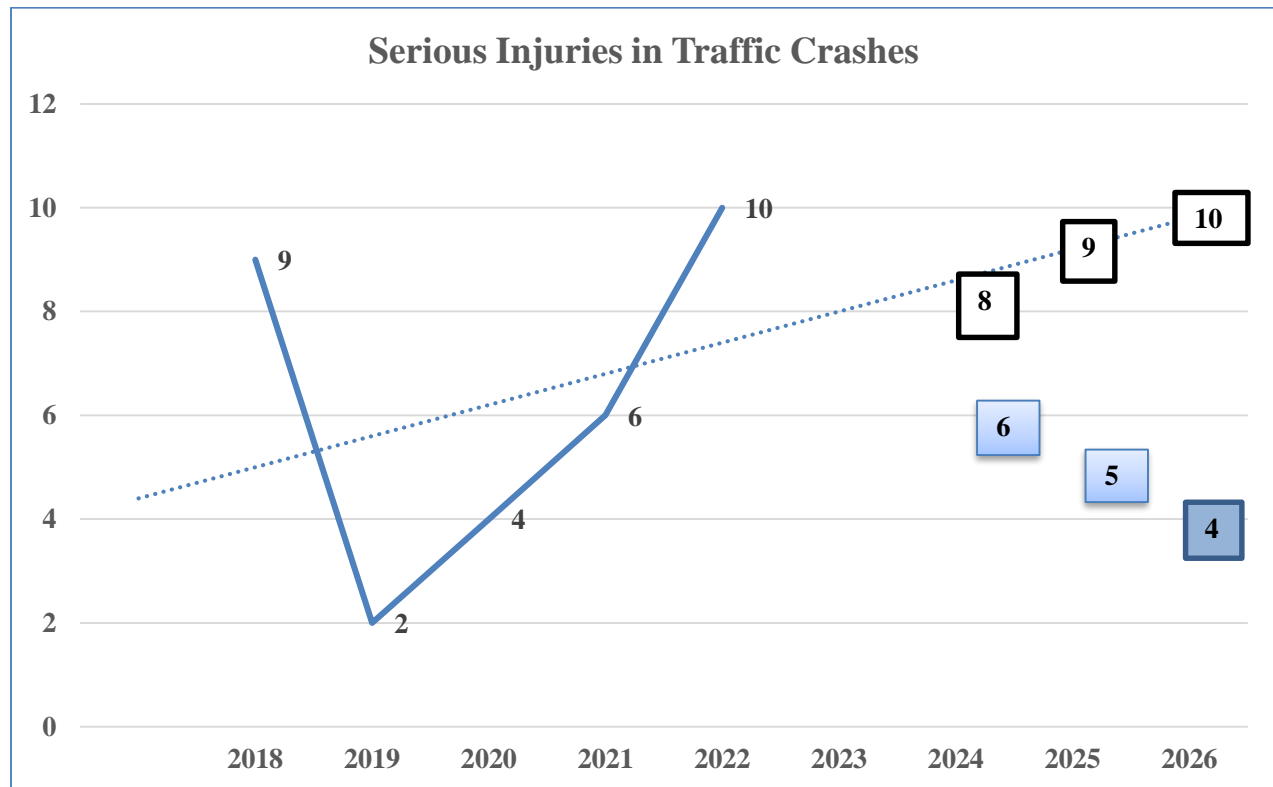
As of May 2023, the CNMI had one (1) traffic fatality.

This performance target was determined by using a linear trend line based on the (2018-2022) five-year rolling average data. It reflects target goals of 5, 6, 6 for 2024, 2025, 2026. However, as target goals for all traffic fatalities are always aimed at reducing instead of increasing, and the rolling average is 3.4, the CNMI's chosen target is 1 by December 2026.

Performance Target Justification:

The Department of Public Safety continues to put more effort in enforcing traffic related violations through enforcement and education. The DPS Highway Safety Office will continue to fund priority programs identified in the HSP to reduce the number of traffic fatalities on the CNMI highways.

C-2 Serious Injuries in Traffic Crashes



Performance Target	Target Metric Type	Target Value	Target Period	Target Years
C-2) Serious Injuries in Traffic Crashes(Territory Crash Data Files)	Numeric	2024 – 6 2025 – 5 2026 - 4	5 Year	2022-2026

As of March 2023, the CNMI had three (3) serious injuries in traffic crashes.

This performance target was determined by using a linear trend line based on the (2018-2022) five-year moving average data. It reflects target goals of 8, 9, 10 for 2024, 2025, 2026. However, since the (2018-2022) rolling average is 6.2, the CNMI's more realistic target is 4 by December 2026.

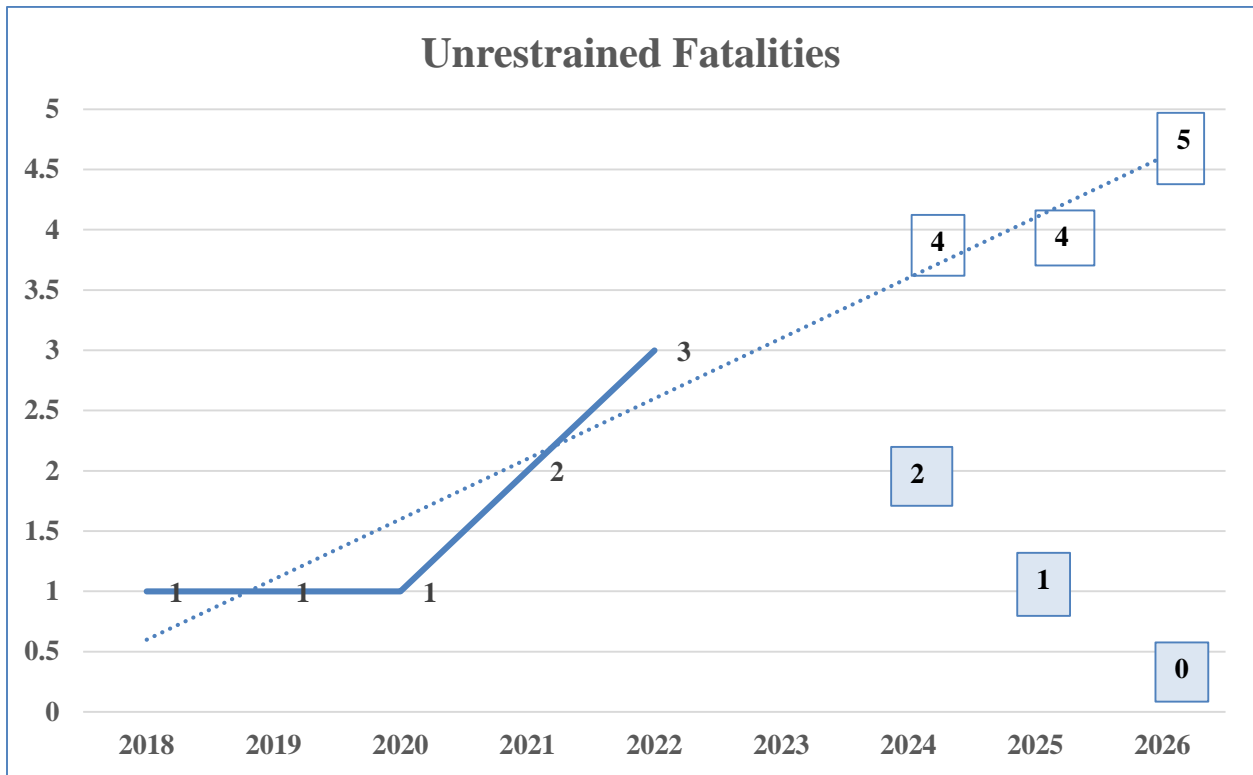
Performance Target Justification:

The DPS Highway Safety Office will continue to fund priority programs in its HSP that will lead to reduce the number of serious injuries caused by traffic crashes on the CNMI highways. Enforcement activities include checkpoints and saturation patrols. Educational presentations will also be continued in the community as well as advertisement of highway safety messages through various methods such as television, radio, and social media.

C-3) Number of Fatalities/VMT (FARS, FHWA)

Not applicable to the Territories.

C-4 Unrestrained Passenger Vehicle Occupant Fatalities, All Seat Positions



Performance Target	Target Metric Type	Target Value	Target Period	Target Years
C-4) Unrestrained Passenger Vehicle Occupant Fatalities(Territory Crash Data Files)	Numeric	2024 – 1 2025 – 0 2026 - 0	5 Year	2022-2026

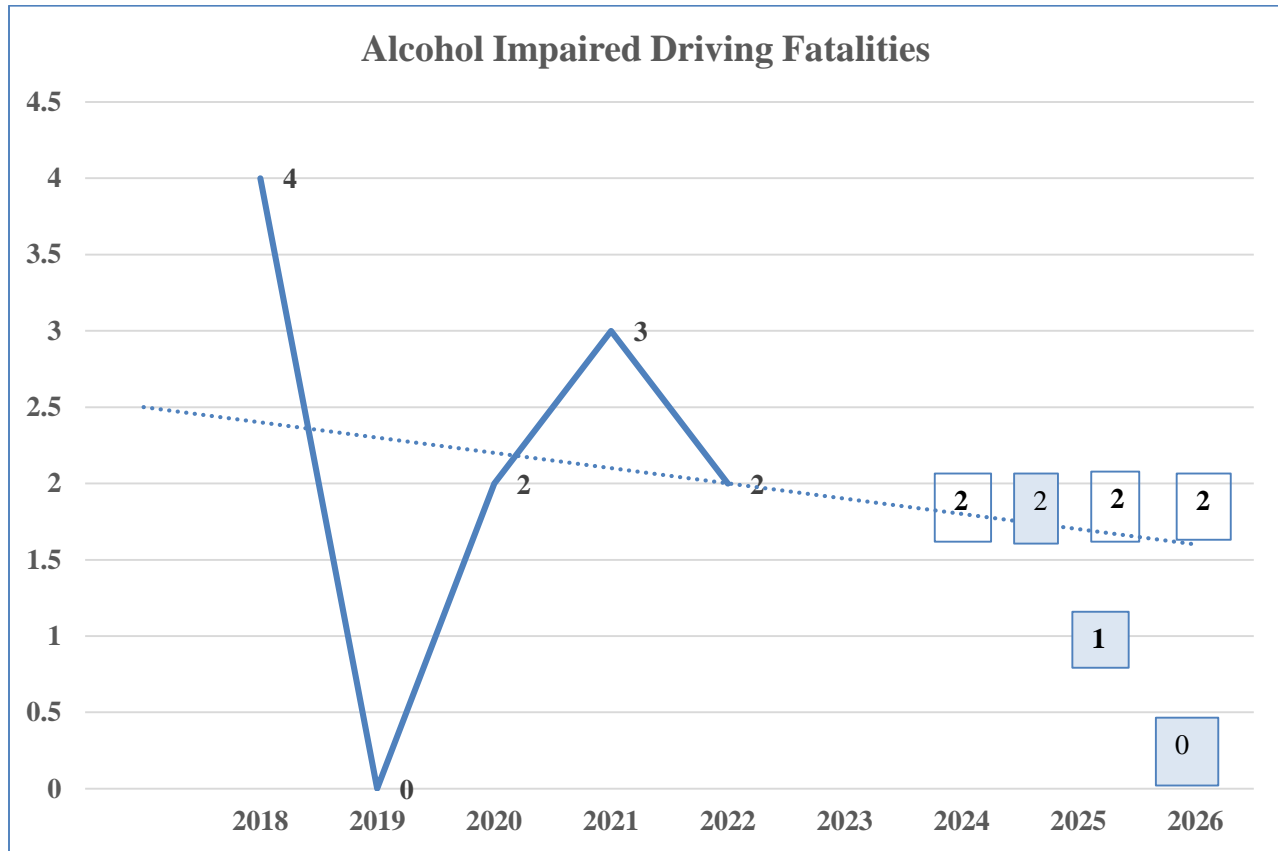
As of May 2023, the CNMI had one (1) unrestrained passenger vehicle occupant fatality.

The linear trend on the above chart projects a target of 4, 4, 5 for 2024, 2025, 2026. However, as target goals for all fatalities is always aimed at reducing instead of increasing and the (2018-2022) rolling average is 1.6, the CNMI's target is 0 by December 2026.

Performance Target Justification:

The DPS Highway Safety Office will continue to fund overtime to the Highway Patrol Sections to conduct HVE activities such as checkpoints and saturation patrols, covert operations, and educational outreach at schools and at community events.

C-5 Alcohol-Impaired Driving Fatalities



Performance Target	Target Metric Type	Target Value	Target Period	Target Years
C-5) Alcohol-Impaired Driving Fatalities (Territory Crash Data Files)	Numeric	2024 – 2 2025 – 1 2026 - 0	5 Year	2022-2026

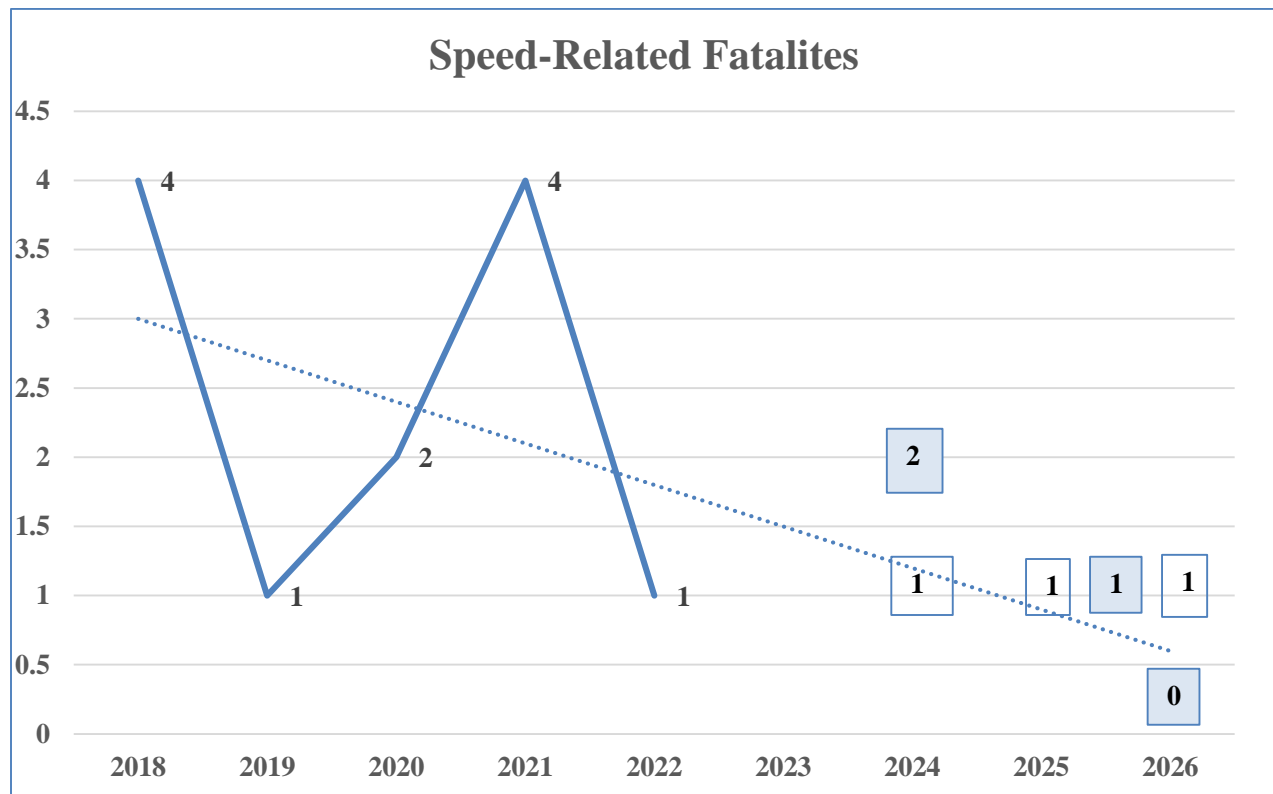
As of May 2023, the CNMI had one (1) alcohol-impaired driving fatality.

The linear trend on the above chart projects a target of 2, for 2024, 2025, 2026. However, as target goals for any traffic fatality is always aimed at reducing instead of increasing, and the (2018-2020) rolling average is 2.2, the CNMI's target for alcohol-impaired fatalities is zero (0) by December 2026.

Performance Target Justification:

The DPS Highway Safety Office will continue to fund priority programs in its HSP that will decrease the number of alcohol-impaired driving fatalities on the CNMI highways through enforcement activities, public education efforts at schools and community events, and various media sources.

C-6 Speeding-Related Fatalities



Performance Target	Target Metric Type	Target Value	Target Period	Target Years
C-6) Speed-Related Fatalities (Territory Crash Data Files)	Numeric	2024 – 2 2025 – 1 2026 - 0	5 Year	2022-2026

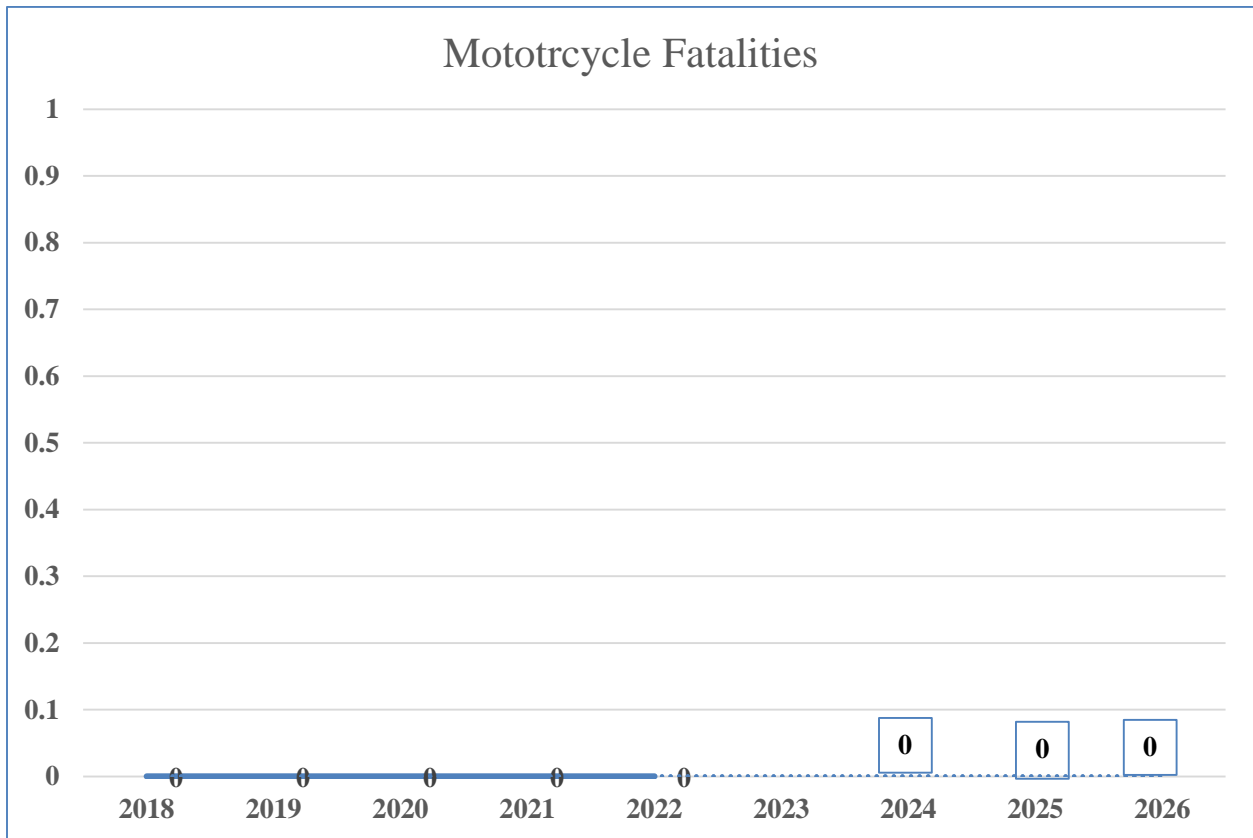
As of May 2023, the CNMI had one (1) speed-related fatality.

The linear trend on the above chart projects a target of 1 for 2024, 2025, 2026. However, as target goals for any traffic fatality is always aimed at reducing instead of increasing, and the (2018-2020) average is 2.4, the CNMI's target for speed-related fatalities is zero (0) for 2026.

Performance Target Justification:

The DPS Highway Safety Office will continue to fund overtime enforcement activities such as laser speed enforcement and saturation patrols. Highway Patrol sections will also conduct educational presentations at schools and during community events about the danger and consequences of speeding on the highways.

C-7 Motorcyclist Fatalities



Performance Target	Target Metric Type	Target Value	Target Period	Target Years
C-7) Motorcycle Fatalities (Territory Crash Data Files)	Numeric	0	5 Year	2020-2026

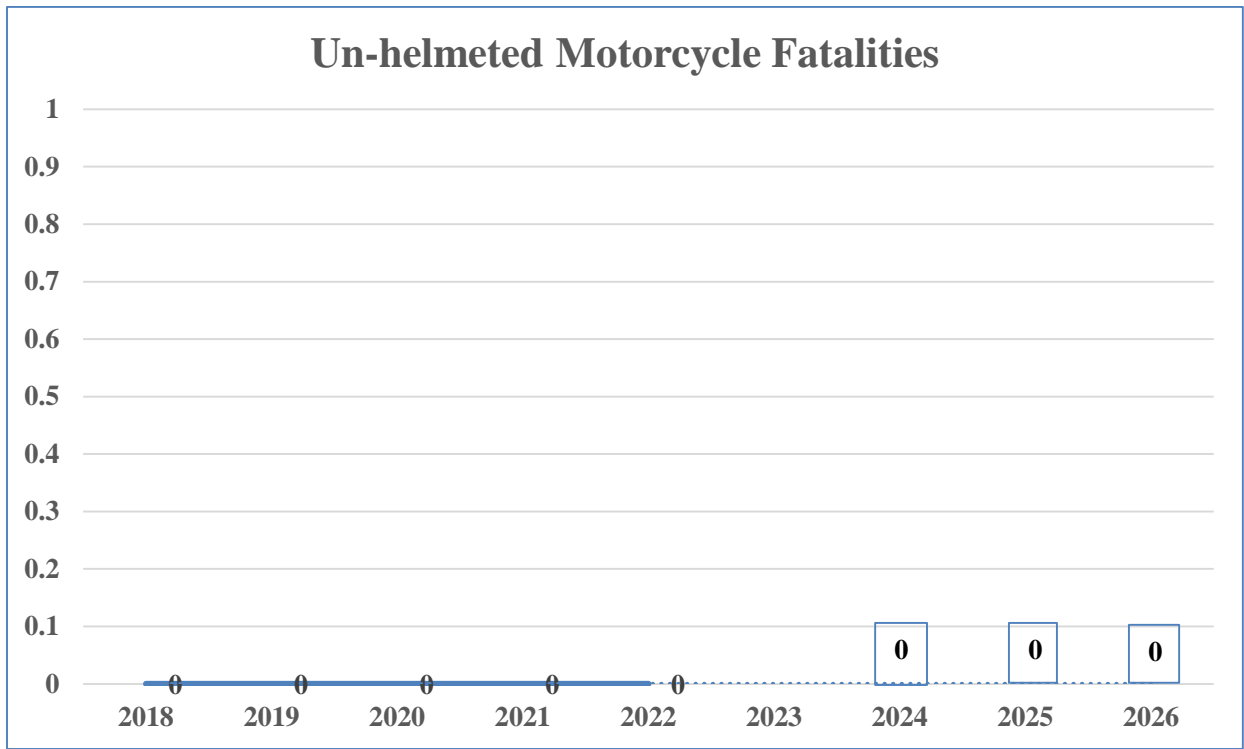
As of May 2023, the CNMI had zero (0) motorcycle fatalities.

The linear trend on the above chart projects a target of zero (0). Therefore, the CNMI's target for 2026 is to maintain zero (0) motorcycle fatalities.

Performance Target Justification:

The DPS Highway Safety Office will continue to fund priority programs in its HSP to ensure that that the number of motorcycle related fatalities in the CNMI is maintained at zero (0).

C-8 Un-helmeted Motorcyclist Fatalities



Performance Target	Target Metric Type	Target Value	Target Period	Target Years
C-8) Un-helmeted Motorcycle Fatalities (Territory Crash Data Files)	Numeric	0	5 Year	2020-2026

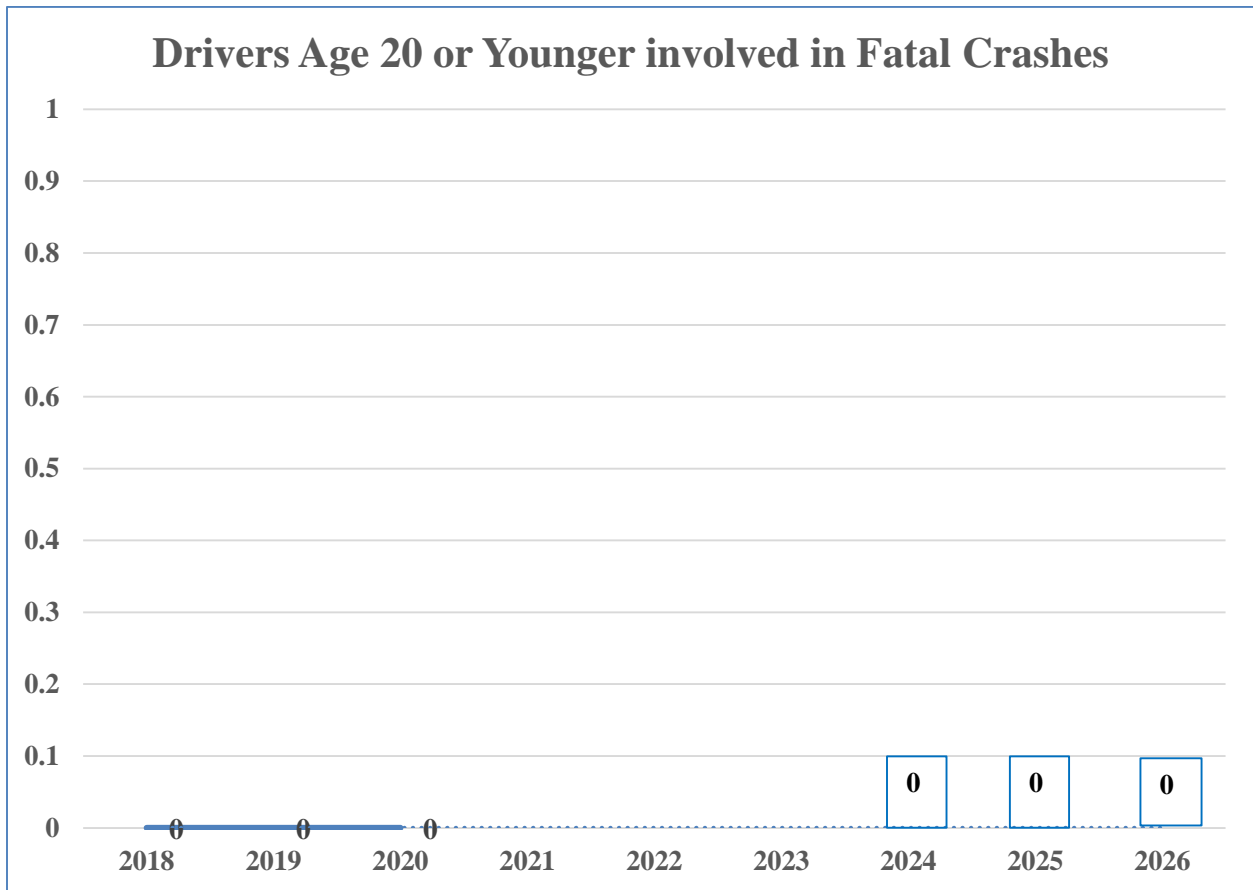
As of May 2023, the CNMI had zero (0) un-helmeted motorcyclist fatalities.

The CNMI's goal in 2026 is to maintain un-helmeted motorcyclist fatalities at zero (0).

Performance Target Justification:

The DPS Highway Safety Office will continue to fund priority programs in its HSP that will maintain the number of un-helmeted motorcycle related fatalities on the CNMI highways at zero (0).

C-9 Drivers Ago 20 or Younger involved in Fatal Crashes



Performance Target	Target Metric Type	Target Value	Target Period	Target Years
C-9) Drivers age 20 or Younger involved in Fatal Crashes) Territory Crash Data Files)	Numeric	0	5 Year	2020-2026

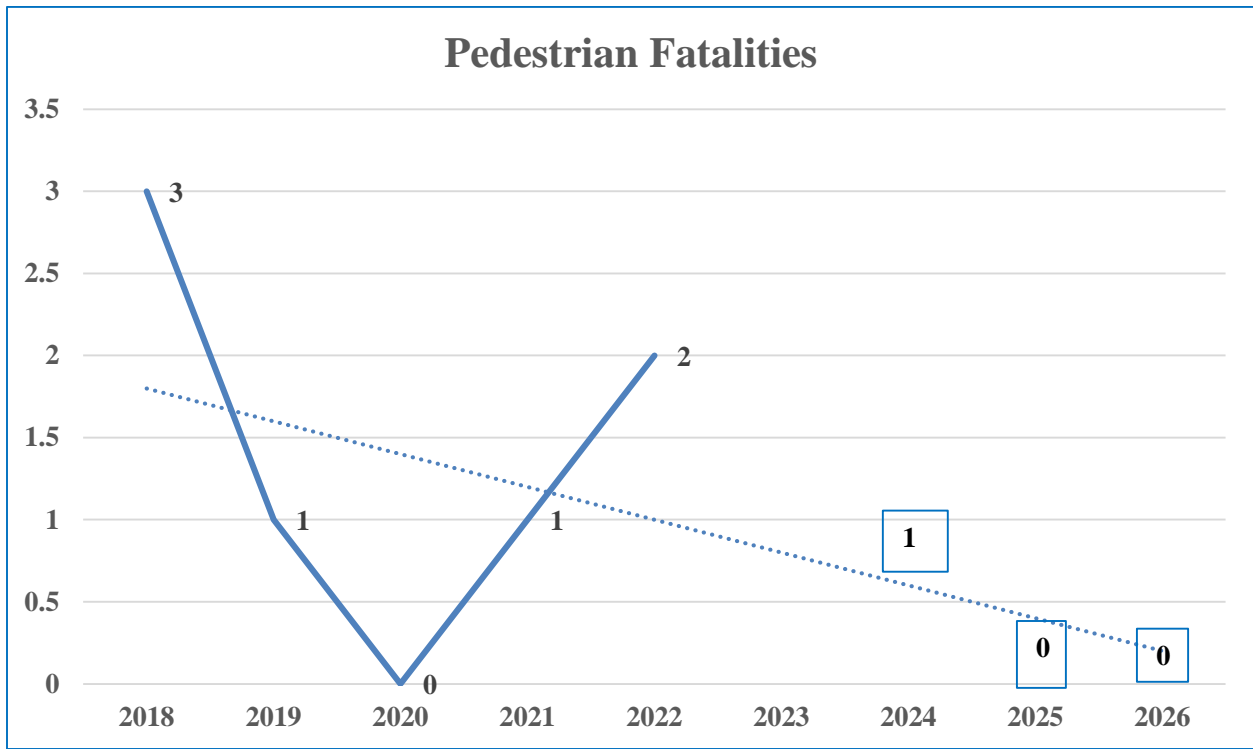
As of May 2023, the CNMI had zero ((0) drivers age 20 or younger involved in fatal crashes.

The CNMI's goal is to maintain zero (0) fatalities in 2026.

Performance Target Justification:

The DPS Highway Safety Office will continue to fund priority programs in its HSP that will maintain the number of drivers age 20 or younger involved in fatal crashes on the CNMI highways at zero (0).

C-10 Pedestrian Fatalities



Performance Target	Target Metric Type	Target Value	Target Period	Target Years
C-10) Pedestrian Fatalities (Territory Crash Data Files)	Numeric	2024 – 1 2025 – 0 2026 – 0	5 Year	2020-2026

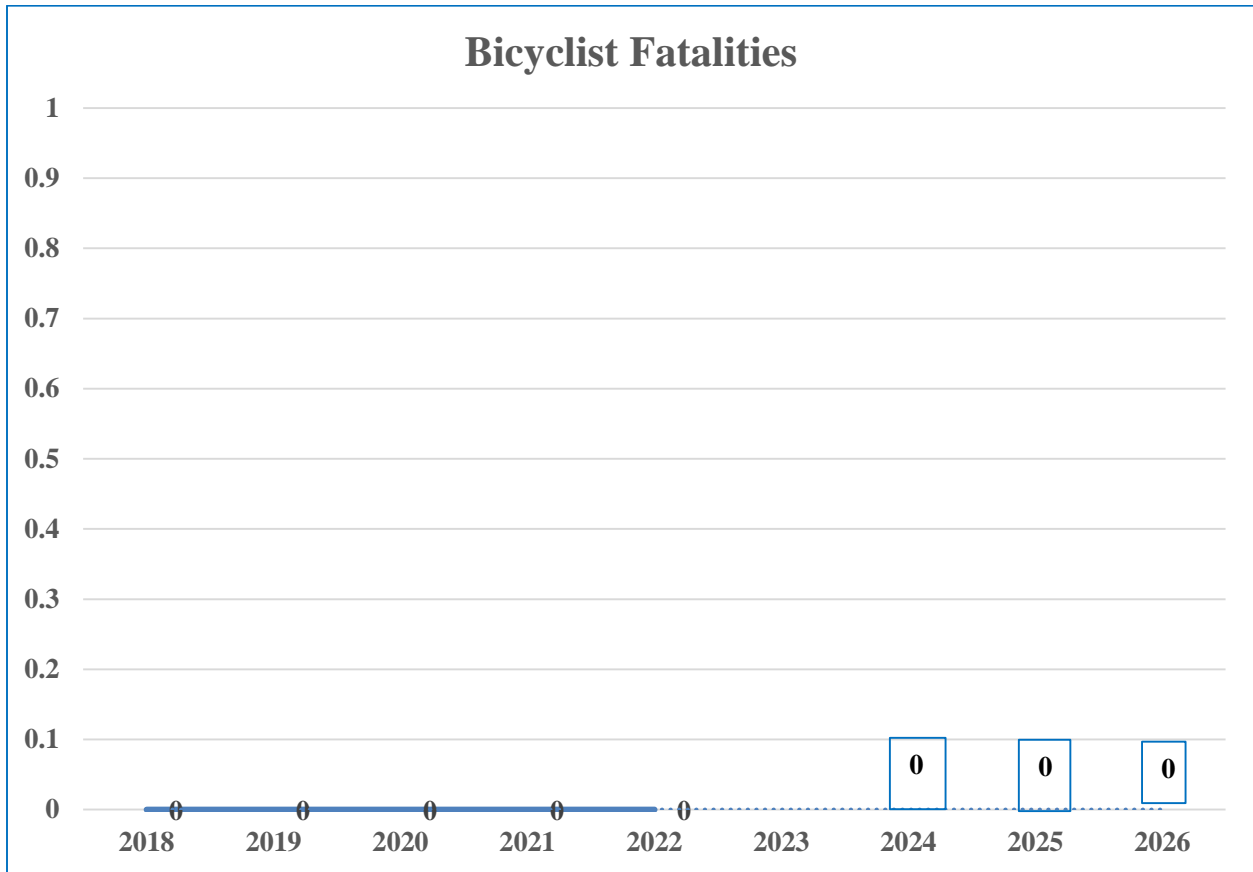
As of May 2023, the CNMI had zero (0) pedestrian fatalities.

The linear trend on the above chart reflects a target of 1, 0, 0 for 2024, 2025, 2026. The (2018-2022) average is 1.4. Therefore, the CNMI's target is zero (0) by December 2026 for pedestrian fatalities.

Performance Justification:

The DPS Highway Safety Office will continue to fund priority programs in its HSP that will reduce the number of pedestrian fatalities on the CNMI highways to zero (0). DPS Highway Safety Office will also continue to work with the Department of Public Works to upgrade all the pedestrian crosswalks to include markings especially at the school zones. Outreach programs will also continue at schools and at community events, along with enforcement activities and various media publicity.

C-11 Bicyclist Fatalities



Performance Target	Target Metric Type	Target Value	Target Period	Target Years
C-11) Bicyclist Fatalities (Territory Crash Data Files)	Numeric	0	5 Year	2020-2026

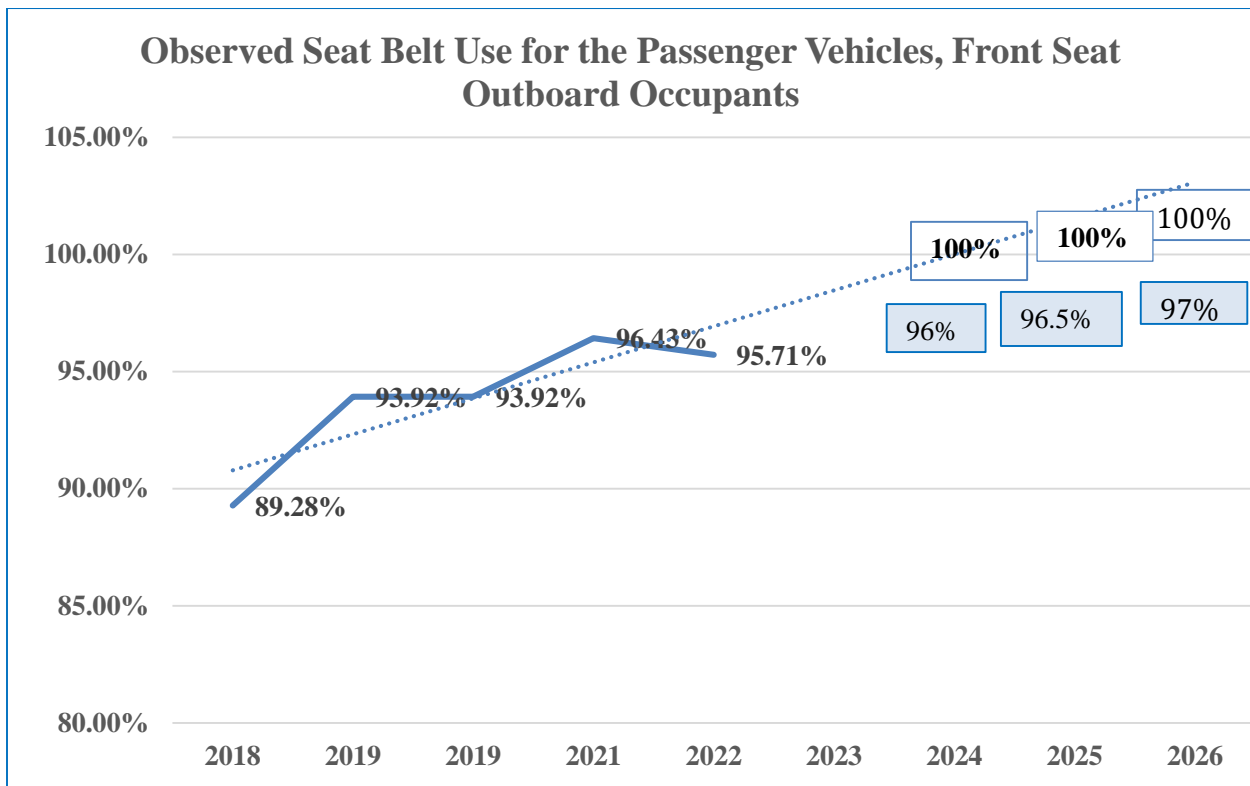
As of May 2023, the CNMI had zero (0) bicyclist fatalities.

The CNMI's goal is to maintain fatalities at zero (0) for 2026.

Performance Justification:

The DPS Highway Safety Office will continue to fund priority programs in its HSP that will maintain the number of bicyclist fatalities on the CNMI highways at zero (0) through educational outreach activities at schools, various media sources and enforcement.

B-1 Observed Seat Belt Use for Passenger Vehicles, Front Seat Outboard Occupants



The seat belt survey conducted in September 2022 revealed usage rate of 95.71%, a decrease of .72 percentage points from 2021 usage rate of 96.43%. The linear trend line reflects 100% as the target for 2024-2026, but the CNMI's more realistic goal is to increase usage rate by 1.29 percentage points from 95.71% (in 2022) to 97% by 2026.

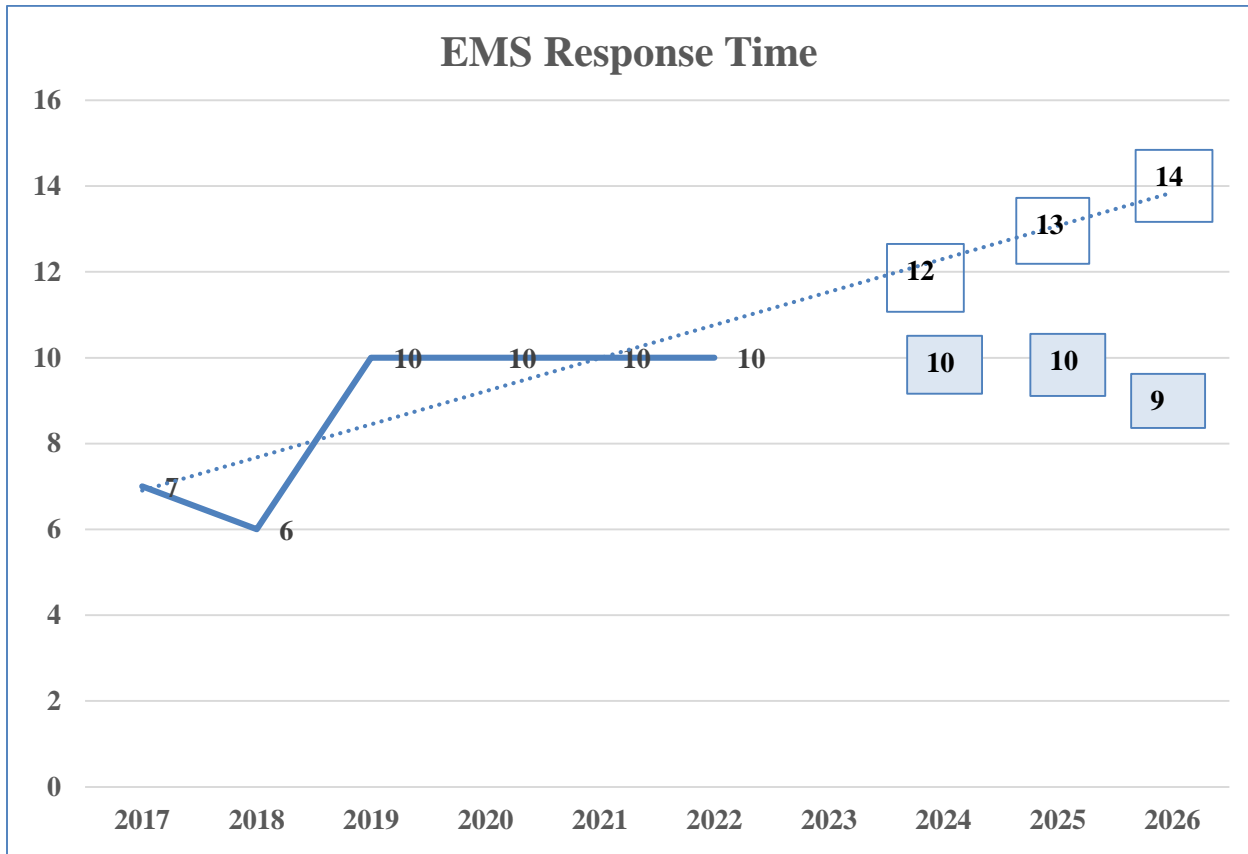
Performance Target Justification:

In order to increase usage rate to 97%, the DPS Highway Safety Office will continue to fund enforcement activities such as checkpoints, saturation patrols, and conduct public education and outreach activities, and also place ads on various media sources for continuous exposure to maintain High Usage on seat belts.

D-3) EMS

Performance Target Justification

To reduce the response time, from the time the call is received, to arrival at the crash site from 10 minutes to 9 to increase the survivability of those involved in traffic crashes.



§ 1300.11 (4) Countermeasure Strategy for Programming Funds

PROGRAM AREA

Planning & Administration

The Planning and Administration (P&A) program encompasses the essential activities and expenses involved in overseeing and operating the Department of Public Safety's Highway Safety Office. The responsibility of administering the highway safety programs in the Commonwealth of the Northern Mariana Islands (CNMI) lies with the HSO Coordinator, who reports to the DPS Commissioner/Governor's Representative (GR). Administering of traffic safety programs in the CNMI involves three geographically-separated islands with diverse populations

The following activities include:

1. Ensuring our highway safety program meet federal requirements and applicable Federal and State laws, including but not limited to standards for financial management systems and required internal controls;
2. Administering Federal grant funds in accordance with Federal and State requirements;
3. Identifying the most significant traffic safety issues in the CNMI;
4. Prioritizing the identified problems and devising methods for distributing funds accordingly;
5. Developing the annual Highway Safety Plan (HSP) and Annual Reports;
6. Establishing projects to be funded based on identified safety problems, priorities, and projects;
7. Providing direction, information and assistance to sub-recipients concerning highway safety grants, procedures for participation, development of projects and applicable Federal and State regulations and policies;
8. Encouraging and assisting sub-recipients to improve their highway safety planning and administration efforts;
9. Assessing and evaluating the achievement and progress made;
10. Enhancing public awareness and garnering community support by coordinating public information and education programs;
11. Participating on various traffic safety committees;
12. Establishing and organizing traffic safety groups;
13. Supervising and evaluating the performance of HSO staff, including Program Managers and Financial/Administrative personnel, and overseeing their overall responsibilities;
14. Actively promoting and coordinating traffic safety initiatives throughout the CNMI;

Countermeasure Strategies for programming funds

Countermeasure Strategies in Program Area

To support the Highway Safety Office with overseeing NHTSA's grant programs and other related traffic safety initiatives, these are the following countermeasure strategies and planned activities.

Countermeasure Strategy
Program Administration

Funding source:

Source Fiscal Year	Funding Source ID	Estimated Funding Amount	Match Amount	Local Benefit
2024 2025 2026	402	\$336,000.00	N/A	N/A

Countermeasure Strategy
Program Coordinator

Funding source:

Source Fiscal Year	Funding Source ID	Estimated Funding Amount	Match Amount	Local Benefit
2024 2025 2026	402	\$195,000.00	N/A	N/A

PROGRAM AREA

Occupant Protection/Child Restraint

Description of Highway Safety Problems

To enhance the Occupant Protection Restraint Usage Rate, the CNMI Department of Public Safety has intensified its enforcement and educational initiatives. They have significantly increased seat belt citations to 1,231; conducted four OPCR checkpoints; and organized educational presentations. However, despite these efforts, there has been a decrease in seatbelt usage rate from 96.43% in 2021 to 95.71% in 2022, indicating the presence of challenges that must be addressed.

One of these challenges is the current traffic citation for adult seat belt violations which remains at \$25.00. This amount is insufficient to deter motorists and passengers from neglecting seat belt usage. Non-compliance is particularly prevalent among elderly and younger operators. Elderly operators face difficulty in keeping up with the changing culture and laws regarding seatbelt usage on the island, while younger operators lack proper education on the importance of safety belts. These factors contribute to a lower usage rate, thereby increasing the risks of injuries and fatalities in motor vehicle crashes.

An obstacle we also face is the low usage of child restraints. The rising costs have made it extremely difficult for low-income or no-income families to afford them. Despite the existence of the car seat voucher assistance program which aims to provide support, some families still struggle to meet the increased expenses associated with car seats.

Another issue faced by enforcement personnel is the absence of a tinting law in the CNMI. This absence allows vehicles to have excessively dark tints which poses difficulties for officers in detecting and apprehending non-compliant motorists.

Geospatial Analysis

According to our data analysis, seatbelt citations have been issued across various locations throughout the three populated islands of Saipan, Rota, and Tinian. With our extensive public awareness campaigns that reach all three islands through mass media, social media, and billboard signs, we anticipate a decrease in the number of seatbelt citations and an increase in compliance with the law.

Socio Demographic Analysis

Based on our data analysis, the primary group of individuals found to be in violation of seat belt regulations were either Filipino or Chamorro descent. In the age range of 16 to 18, there were 15 citations issued to individuals of Filipino descent and 18 to those of Chamorro descent. Among these violations, 76% were males and 24% were females. In the 19 and above category, there were 222 citations recorded for individuals of Filipino descent and 179 recorded for individuals of Chamorro descent. Within this category, 80% of the violators were males and 20% were females.

Occupant Protection/Child Restraint DATA	2018	2019	2020	2021	2022
Occupant Protection usage rate	89.28%	93.92%	93.92%	96.43%	95.71%
Child Restraint usage rate	73.32%	80.42%	80.42%	N/A	82.98%
Total seat belt citations issued	854	1,447	806	593	1,231
Total child restraint citations issued	33	104	40	24	85
Total serious injuries seat belt use	0	0	0	0	3
Total serious injuries non-seat belt Use	11	3	3	3	3
Total serious injuries child restraint use	0	0	0	1	0
Total serious injuries non-child restraint use	0	0	0	0	0
Total fatalities: seat belt	1	1	1	2	3
Total fatalities: child restraint	0	0	0	0	0

Associated Performance Measures

Fiscal Year	Performance Measure name	Target Year	End	Target Period	Target Value
2024	(C-4) Unrestrained passenger vehicle Occupant fatalities, all seat positions (state data)	2026		5 Year	0
2024	(B-1) Observed seat belt use for passenger vehicles, front seat outboard occupants (survey)	2026		Annual	98%

Countermeasure Strategies for programming funds

Countermeasure Strategies in Program Area

In order to achieve higher compliance and usage rates for Occupant Protection & Child Restraints, strengthen enforcement on violations, and reduce the occurrence of traffic fatalities and serious injuries on highways, the following strategies should be implemented:

Firstly, proactive public education campaigns should be conducted to raise awareness about the importance of using vehicle restraints. These campaigns should also educate motorists on the proper selection, installation, and usage of child restraints.

To enhance the effectiveness of educating the general public on occupant protection and child restraint, there is a need to increase the number of child passenger safety technicians (CPSTs). This will allow for more child seat fitting stations and seat belt distribution programs to be carried out. Another crucial step is to increase the frequency of random OP/CR checkpoints during both day and night. Additionally, adopting a Zero Tolerance approach to enforcement can effectively address violations related to occupant protection and child restraints. Furthermore, conducting low visibility or covert enforcements can help improve the overall effectiveness of enforcement efforts.

In line with the Safe System Approach model, the CNMI recognizes the importance of combining enforcement efforts along with education and outreach campaigns. These efforts will address the behavioral safety factors of drivers not wearing seat belts, unrestrained passengers, and non-usage of proper child restraint systems.

Countermeasure Strategy
OP Program Management

The Occupant Protection/Child Restraint program is managed by a Program Manager and its partners such as the sub-grantees. They work together to identify problem areas and find effective solutions. The main objective is to maximize outreach by utilizing various media platforms, conducting educational presentations, and implementing enforcement efforts. The program manager also oversees and provides guidance for projects related to occupant protection and child restraint. This includes handling operational and financial matters for all three islands such as:

- Coordinating activities as outlined in the Highway Safety Plan and providing regular status reports and updates to the HSO Coordinator;
- Monitoring program activities and reviewing monthly reports from sub-grantees;
- Preparing and maintaining project documentation such as monitoring reports and risk assessments which are crucial for evaluating the achievements of the projects;
- Actively participating in training sessions and conferences to enhance knowledge and skills in program areas and to stay updated on program developments;
- Participating and coordinating educational presentations at schools, government agencies, and community events to raise awareness about occupant protection and child restraint; and
- Contributing to the development of annual safety plans and annual reports.

Funding Source:

Source Year	Fiscal	Funding Source ID	Estimated Funding Amount	Match Amount	Local Benefit
2024 2025 2026		402	\$270,000.00	N/A	N/A

Countermeasure Strategy
OP Enforcement, Education and Training

To enhance enforcement measures, there should be an increase in the frequency of random OP/CR checkpoints conducted both during the day and at night. Additionally, a Zero Tolerance approach should be adopted to enforce occupant protection and child restraint violations. Furthermore, conducting low visibility or covert enforcements can complement traditional enforcement efforts.

In order to raise awareness and promote compliance, proactive public education campaigns should be conducted that emphasizes the importance of using vehicle restraints. These campaigns should also focus on educating motorists about the proper usage of passenger restraints and the correct installation of car seats.

To improve the effectiveness of educating the general public on occupant protection and child restraint, there is a need to increase the number of child passenger safety technicians (CPSTs). This expansion will enable them to conduct more child seat fitting stations and facilitating broader access to education and resources in these areas.

- Conduct OP/CR checkpoints – zero tolerance enforcement activities and/or High Visibility Enforcement (HVE)
- Fund for rental vehicles for low visibility/covert enforcement and survey operations
- Conduct OPCR courtesy Child Restraint inspection/checkup events
- Conduct public education at schools and community events
- Conduct Child Restraint Certification classes to increase number of CPS Technicians
- Attend Kids In Motion conference to obtain updates on latest Child Restraints

Citations/Justifications

These countermeasures are listed under NHTSA’s “Countermeasures That Work”

- 1.2 Local Primary Enforcement Seat Belt Use Laws (3 stars)
- 2.1 Short-Term, High-Visibility Seat Belt Law Enforcement (5 stars)
- 3.1 Supporting Enforcement (5 stars)

Funding Source for Saipan:

Source Year	Fiscal	Funding Source ID	Estimated Funding Amount	Match Amount	Local Benefit
2024 2025 2026		402	\$470,000.00	N/A	N/A

Funding Source for Rota:

Source Year	Fiscal	Funding Source ID	Estimated Funding Amount	Match Amount	Local Benefit
2024 2025 2026		402	\$120,000.00	N/A	N/A

Funding Source for Tinian:

Source Year	Fiscal	Funding Source ID	Estimated Funding Amount	Match Amount	Local Benefit
2024 2025 2026		402	\$110,000.00	N/A	N/A

Countermeasure Strategy
OP Child Restraint System Inspection Station(s)

Currently, there are a total of six Child Seat Inspection Stations registered with NHTSA on Saipan, located at various establishments. These include the Highway Safety Office, Highway Patrol Section, Susupe Fire Station, Garapan Fire Station, Kagman Fire Station, and the Koblerville Fire Station. Additionally, there are inspection stations at the Tinian Department of Public Safety – Highway Patrol Section and Rota DPS Highway Patrol Section. Given that high-risk populations can be found across all locations on the three islands, special efforts are made to cater to their needs. Separate requests are made outside of regularly scheduled check-up events and educational outreach to specifically address the requirements of these high-risk populations. Collaborative efforts with partner agencies are undertaken to ensure effective service delivery. With the presence of multiple inspection stations and certified Child Passenger Safety (CPS) technicians, Saipan, Tinian, and Rota are equipped to provide valuable assistance to parents and caregivers regarding the appropriate use and installation of child restraint systems. The expertise of these technicians is utilized at the fitting stations as well as during various public events and outreach initiatives.

Citations/Justifications

These countermeasures are listed under NHTSA’s “Countermeasures That Work”

- 7.2 Inspection Stations (3 stars)

Funding Source for Inspection Station:

Source Year	Fiscal	Funding Source ID	Estimated Funding Amount	Match Amount	Local Benefit
2024 2025 2026		405b High	\$30,000.00	N/A	N/A

Countermeasure Strategy
Unattended Passenger Program

The CNMI will actively engage in the NHTSA Heat Stroke Prevention Day on May 1st by organizing community and public awareness campaigns. The message will be disseminated through diverse media channels such as newspapers, television stations, radio stations, and social media platforms. Additionally, printed materials will be distributed to Daycare Centers, Head Start programs, and Elementary schools ensuring widespread outreach and education.

Funding Source for Unattended Passenger Program:

Source Year	Fiscal	Funding Source ID	Estimated Funding Amount	Match Amount	Local Benefit
2024 2025 2026		402	\$50,000.00	N/A	N/A

Countermeasure Strategy
Project Consideration

The Highway Patrol Sections of the Department of Public Safety, the Department of Fire & EMS (DFEMS), along with other partnerships such as the Nursing section of the Commonwealth Health Care Corporation (CHCC), and vendors across Saipan, Rota, and Tinian collaborate closely with the Highway Safety Office to get certified as CPS Technicians. Fitting stations are available on all three islands to educate and guide parents on properly securing child restraints in their vehicles.

Moreover, they will work to enhance educational initiatives during community events and at schools. Furthermore, enforcement activities will persist to ensure compliance with the primary seat belt laws in the CNMI.

PROGRAM AREA

Police Traffic Services

Description of Highway Safety Problems

It is an undeniable fact, supported by statistical evidence, that a greater number of individuals lose their lives or sustain serious injuries due to traffic-related incidents compared to criminal-related incidents each year in the CNMI.

Even with the slow increase in tourist arrivals in the CNMI, there has been a notable rise in traffic crashes. This alarming trend raises serious concerns regarding the effectiveness of the police traffic services (PTS), primarily stemming from inadequate infrastructure and ongoing roadwork. These factors have contributed to a significant number of collisions caused by hazardous potholes, insufficient prior notification of roadwork ahead, and drivers lacking attentiveness. Of particular concern is the impact on our influx of Asian tourists who often become distracted while driving as they prioritize capturing of photos or videos during their journey. Additionally, the combination of nighttime driving and the presence of construction on our roadways further increases the risks associated with these incidents.

The persistent shortage of manpower plus the scarcity of officers trained in Advance Traffic Investigation and At-Scene Traffic Crash course poses a critical and continuous challenge that demands immediate attention.

In order to ensure the safety of our community on the roadways, it is imperative to prioritize upgrading the equipment and acquiring new vehicles for the Highway Patrol officers.

Geospatial Analysis

Based on our comprehensive data analysis, a significant majority of traffic crashes occur on the main highways. Four major traffic areas, namely Capitol Hill, Kagman, Puerto Rico, and Chalan Piao, prominently display year-round signage promoting roadway safety. These signs consistently convey crucial messages such as “Drive Sober Or Get Pulled Over” and “Click It Or Ticket.” Furthermore, we occasionally modify the signage to focus on specific campaigns such as addressing issues related to Distracted Driving, Pedestrian and Bicycle Safety, and Speed control. However, despite our proactive measures, it is disheartening to acknowledge that traffic crashes persist throughout the entirety of our small islands of Saipan, Rota, and Tinian.

Socio Demographic Analysis

Our comprehensive analysis has revealed a distressingly high incidence of traffic crashes involving Asian residents and tourists. Additionally, local residents rank second in terms of frequency of traffic crash occurrences. Notably, the age range of individuals involved in these crashes predominantly falls between 16 and 24 years old with a majority of them being male.

CRASH DATA	2018	2019	2020	2021	2022
Total traffic crashes	2,158	2,021	1,213	1,315	1,329
Total serious injuries	9	2	4	6	10
Total fatalities	4	2	2	4	5
Total traffic citations issued (traffic violation)	3,844	4,629	2, 790	3,149	5,862

Associated Performance Measures

Fiscal Year	Performance Measure Name	Target End Year	Target Period	Target Value
2024	(C-1) Number of traffic fatalities)	2026	5 Year	1
2024	(C-2) Number of serious injuries in traffic crashes(State crash data files)	2026	5 Year	4
2024	(C-6) Number of speeding-related fatalities (State crash data files)	2026	5 Year	0
2024	(C-9) Number of drivers age 20 or younger involved in fatal crashes (State crash data files)	2026	5 Year	0

Countermeasure Strategies for programming funds

Countermeasure Strategies in Program Area

Our immediate action plan to tackle the concerning rise in traffic crashes and prioritize the safety of our community on the roadways encompasses several crucial steps. We will work in partnership with the Department of Public Works who oversees the infrastructure on our roadways in order to promptly address ongoing roadwork issues that contribute to collisions caused by hazardous potholes and inadequate advance notification of roadwork.

In order to address the temporary shortage of manpower, we will implement a strategy to increase the number of officers trained in Advance Traffic Investigation and At-Scene Traffic Crash courses. These essential trainings will significantly enhance our capacity to respond effectively to traffic incidents and conduct thorough investigations. In addition to addressing the manpower shortage, we recognize the importance of upgrading our equipment and acquiring new vehicles. This necessitates securing the necessary resources to enhance the capabilities of our Police Traffic Services (PTS) enabling them to respond swiftly to crashes and carry out their duties with enhanced efficiency.

By implementing these comprehensive countermeasures which include improving infrastructure, raising awareness, addressing manpower shortages, and upgrading equipment and vehicles, we are confident that we can make substantial progress in reducing traffic crashes and ensuring the safety of our community on the roadways.

Countermeasure Strategy
PTS - Program Management

The role of the CNMI's Police Traffic Services (PTS) program manager is to provide effective oversight and optimization of strategies and activities. The primary focus is to achieve predetermined targets through proactive measures in raising awareness, promoting education, and overseeing operational and financial aspects across all three islands.

Responsibilities of the Program Manager include:

- Coordinating activities as outlined in the Highway Safety Plan while providing necessary status reports and updates to the HSO Coordinator;
- Monitoring ongoing activities and reviewing monthly reports submitted by sub-grantees.
- Preparing and maintaining project documentation such as monitoring reports and risk assessments;
- Planning and coordinating meetings with the HSO staff and other relevant partners as needed to ensure effective collaboration;
- Actively participating in training sessions and conferences to advance knowledge in program areas and stay informed about program updates;
- Taking part in and coordinating educational presentations at schools, government agencies, and community events to promote awareness and understanding of highway safety; and
- Contributing to the development of the annual highway safety plans and annual reports, actively participating in the planning process.

Funding Source:

Source Year	Fiscal	Funding Source ID	Estimated Funding Amount	Match Amount	Local Benefit
2024 2025 2026		402	\$240,000.00	N/A	N/A

Countermeasure Strategy

PTS - Enforcement, Education and Training

- Conduct public awareness and education about safe and defensive driving
- Conduct High Visibility and Low Visibility Enforcements
- Procure Message Board and SMART Speed Radar Trailer
- Provide trainings to other officers recently assigned to the Highway Patrol Sections; as well as attend on-island and off-island trainings to enhance their expertise in handling traffic crashes
- Acquire new vehicles with safety accessories for safety during transport

Our primary objective is to ensure uninterrupted delivery of highway safety measures to the public, while working diligently to maintain the safety of our highways. We are committed to conducting accurate and thorough investigations into crashes involving serious injuries or fatalities, aiming to prevent future incidents. Additionally, we prioritize addressing any matters pertaining to highway safety promptly and efficiently, ensuring that our services remain uninterrupted.

To enhance our capabilities, we recognize the importance of providing necessary trainings to our officers. By increasing their expertise in handling traffic crashes, we aim to improve our response and investigative capabilities. Furthermore, we are dedicated to bolstering the resources of our Highway Patrol Section, equipping them with the necessary tools and equipment to carry out their duties effectively on the highways.

In order to enforce traffic laws and maintain order on our highways and roadways, we implement day and night zero tolerance traffic enforcements. This approach incorporates two types of enforcement strategies: High Visibility Enforcement and Low Visibility Enforcement. By utilizing both High Visibility and Low Visibility Enforcement strategies, we will maximize our ability to enforce traffic laws, maintain order, and promote safer highways and roadways.

Citations/Justifications

These countermeasures are listed under NHTSA's "Countermeasures That Work"

- 2.2 High-Visibility Saturation Patrols (4 stars)
- 5.2 Mass-Media Campaigns (3 stars)

Funding Source for Saipan:

Source Year	Fiscal	Funding Source ID	Estimated Funding Amount	Match Amount	Local Benefit
2024 2025 2026		402	\$490,000.00	N/A	N/A

Funding Source for Rota:

Source Year	Fiscal	Funding Source ID	Estimated Funding Amount	Match Amount	Local Benefit
2024 2025 2026		402	\$200,000.00	N/A	N/A

Funding Source for Tinian:

Source Year	Fiscal	Funding Source ID	Estimated Funding Amount	Match Amount	Local Benefit
2024 2025 2026		402	\$200,000.00	N/A	N/A

Countermeasure Strategy
Project Consideration

The Department of Public Safety Highway Patrol section in collaboration with Highway Safety Office will closely monitor traffic crash data to identify areas of concern, trends, and high-risk locations. By strategically distributing resources, we aim to reduce crashes and their consequences. Planned highway safety enforcement efforts and educational initiatives across Saipan, Rota, and Tinian will foster compliance among drivers and passengers, ultimately minimizing traffic crashes resulting in serious injuries or fatalities.

Traffic Enforcement enhancements:

- Cameras at major intersections and right turns
- Police vehicles for HVE and LVE
- Equip vehicles with cameras
- Equip Traffic Officers with body-cam

PROGRAM AREA

Impaired Driving (Alcohol and Drugs)

Description of Highway Safety Problems

In the CNMI, there is a growing trend of social gatherings taking place at beaches, bars, and house parties. As a small community with limited activities for both young and older adults, it is common for alcohol to be involved with these gatherings among family and friends. Unfortunately, we have noticed an increase in the number of drivers who are under the influence of alcohol, either when they are heading to a gathering or leaving one. One of the challenges we face is that many people forget to arrange for a designated driver when planning these gatherings.

Another significant concern is the recent legalization of recreational and medicinal marijuana. Consequently, we have encountered drivers who are impaired by drugs or a combination of drugs and alcohol. While we do have access to a breathalyzer and the assistance of the hospital's lab to measure blood alcohol concentration (BAC) levels, our only available methods to detect drug impairment is through an oral fluid test kit. Collecting blood samples is nearly impossible locally, as they must be sent off island to the nearest toxicology lab, resulting in a cost ranging from \$100.00 to \$200.00 per test.

Geospatial Analysis

Our analysis indicates that a significant number of crashes occur in the vicinity of bar areas. Interestingly, some of these crashes happen within a mile of the location where the drivers were last observed as intoxicated. Despite the presence of numerous signage throughout the island such as in the Capitol Hill area, Chalan Piao area, Kagman area, and Puerto Rico area, intoxicated individuals seem to lack comprehension of the risks they pose while under the influence.

Socio Demographic Analysis

Our records indicate that there have two traffic fatalities involving individuals between the ages of 16 and 18 while three fatalities were reported for individuals aged 19 and above. It is worth noting that there were fewer citations with a high BAC level that were issued in the 16-18 age range, totaling approximately eight, compared to a significant increase in citations issued to individuals above the age of 19, with a total of 252. Among the fatalities, one involved a local islander, while the other was a citizen of Bangladesh. In terms of citations, local islanders accounted for the highest number with 158 citations, followed by Asians with 87 citations. Additionally, our data reveals that the majority of these crashes including fatalities involved male individuals.

IMPAIRED DATA	2018	2019	2020	2021	2022
Total DUI Arrests (Alcohol and .08 B.A.C. or more)	220	190	200	291	278
Total DUI Arrests (Alcohol less than .08 B.A.C.)	62	43	20	23	45
Total alcohol crashes	88	86	64	69	78
Total alcohol serious injuries	8	2	4	2	2
Total alcohol fatalities	4	0	2	3	2

Associated Performance Measures

Fiscal Year	Performance Measure Name	Target End Year	Target Period	Target Value
2024	(C-5) Number of fatalities in crashes involving a driver or motorcycle operator with a BAC of .08 and above	2026	5 Year	0

Countermeasures Strategies for programming funds

Countermeasure Strategies in Program Area

Our primary objective is to decrease impaired driving incidents that result in injuries and fatalities by implementing a comprehensive approach that encompasses deterrence, detection, and apprehension of impaired drivers on our highways. In addition to these measures, it is crucial to engage in educational contacts with the general public particularly with current and future motorists to raise awareness about the dangers and consequences of alcohol and drug impaired driving.

Furthermore, we recognize the importance of advocating for stricter and more severe penalties for DUI convictions. By urging CNMI lawmakers to increase DUI conviction penalties by up to 100%, we aim to create a stronger deterrent against motorists who engage in alcohol and drug impaired driving. This approach will send a clear message that such behavior will not be tolerated further incentivizing responsible decision-making.

To ensure the effectiveness of our efforts, we will continue conducting sobriety checkpoints, saturation patrols, and maintaining high visibility enforcement. These initiatives have proven to be effective in identifying and apprehending impaired drivers while also serving as a visible reminder to the public of the consequences associated with impaired driving. By consistently implementing these strategies, we aim to create a safer and more responsible driving environment in our community.

In line with the Safe System Approach model, the CNMI recognizes the importance of employing a comprehensive strategy consisting of vigorous enforcement, education, and outreach campaigns

to effectively combat alcohol or drug impaired driving. Promoting a safer environment involves taking actions that encourage responsible behaviors among various groups including the general driving public, commercial drivers, and all road users.

Countermeasure Strategy
Impaired Driving – Program Management

The management of the Impaired Driving Program is a collaborative effort involving the Highway Safety Office and its partner organizations. Together, they work to identify areas of concern and develop effective solutions. The primary objective is to enhance outreach by utilizing multiple media platforms, conducting educational presentations, and implementing rigorous enforcement measures. The program manager responsible for Impaired Driving will oversee all aspects of the program, providing guidance for projects related to addressing impaired driving issues. This includes managing operational and financial aspects across all three islands.

- Ensures the coordination of activities outlined in the Highway Safety Plan, providing necessary status reports and updates to the HSO Coordinator as required.
- Monitors activities and conducts reviews of monthly reports submitted by sub-grantees, while also preparing and maintaining project documentation (such as monitoring and risk assessments) for the purpose of evaluating project achievements.
- Plans and organizes meeting with the HSO staff and other partners when necessary.
- Attends training sessions and conferences to enhance knowledge in program areas and stay updated on program developments
- Participates in and coordinates educational presentations at schools, government agencies, and community events.
- Contributes to the development of annual highway safety plans and annual reports.

Funding Source:

Source Year	Fiscal	Funding Source ID	Estimated Funding Amount	Match Amount	Local Benefit
2024 2025 2026		402	\$270,000.00	N/A	N/A

Countermeasure Strategy
Impaired Driving – Enforcement, Education and Training

- To minimize impaired driving incidents resulting in injuries and fatalities by actively engaging in efforts to deter, detect, and apprehend impaired drivers on highways.
- Conduct educational engagements with the general public, focusing on high schools to specifically address young drivers as well as at public events for all ages.

- Enhance the quantity of qualified experts and trained personnel dedicated to impaired driving enforcement.

Through the implementation of proactive enforcement measures like checkpoints and saturation patrols, as well as educational presentations, the community will become more vigilant and thoughtful when it comes to the decision of driving after consuming alcohol or drugs. Allocating funds for overtime expenses associated with enforcement activities will contribute to empowering the community to make responsible choices before operating a vehicle, ultimately leading to a reduction in impaired driving incidents.

Support and enhance impaired driving enforcement efforts by acquiring educational materials and supplies. These resources may encompass various items such as breathalyzer accessories and oral drug test kits, among others. By utilizing a diverse range of media platforms and channels including television, radio, social media, and billboards, we can effectively amplify the reach and influence of our messaging. The primary focus of these campaigns will be to underscore the significance of making responsible decisions, promote the concept of designated drivers and emphasize the accessibility of alternative transportation choices.

Additionally, prioritize training for officers to obtain SFST certification (Standardized Field Sobriety Test) and ARIDE certification (Advance Roadside Impaired Driving Enforcement).

Citations/Justifications

These countermeasures are listed under NHTSA’s “Countermeasures That Work”

- 2.2 High-Visibility Saturation Patrols (4 stars)
- 5.2 Mass-Media Campaigns (3 stars)
- 5.4 Alternative Transportation (3 stars)
- 7.1 Enforcement of Drug-Impaired Driving

Funding Source for Saipan:

Source Year	Fiscal	Funding Source ID	Estimated Funding Amount	Match Amount	Local Benefit
2024 2025 2026		402	\$410,000.00	N/A	N/A

Funding Source for Rota:

Source Year	Fiscal	Funding Source ID	Estimated Funding Amount	Match Amount	Local Benefit
2024 2025 2026		402	\$150,000.00	N/A	N/A

Funding Source for Tinian:

Source Year	Fiscal	Funding Source ID	Estimated Funding Amount	Match Amount	Local Benefit
2024 2025 2026		402	\$150,000.00	N/A	N/A
Countermeasure Strategy					
Project Consideration					

With careful consideration of all these measures, we will maintain a vigilant approach to conducting checkpoints and saturation patrols at various locations across the CNMI. Advertisements will be developed in multiple languages, taking into account the growing Asian population and providing local translations. Emphasis will also be placed on educating younger adults aged 16-24, as well as the entire community.

As stated in the Countermeasures that Work, “Teenagers drink and drive less often than adults but are more likely to crash when they do drink and drive”. With their brains still developing; their inexperience with driving and drinking; and their perception of risks and consequences as sometimes being low, teenagers have “higher crash risks than adult drivers no matter the BAC”. To reduce the incidences of traffic crashes among the CNMI’s youth and to deter young drivers from engaging in risky driving behaviors, law enforcement should conduct youth deterrence operations in areas where teenagers are known to congregate.

PROGRAM AREA

Pedestrian & Bicycle Safety

Description of Highway Safety Problems

In the year 2022, the CNMI had experienced a concerning number of road crashes involving pedestrians and bicycles. There were a total of 12 auto-pedestrian crashes, resulting in two serious injuries and two fatalities. Additionally, four auto-bicycle crashes were recorded. Given the small size of the island, these statistics indicate a disproportionately high number of crashes, highlighting the pressing need for intensified efforts to address pedestrian and bicycle safety in the CNMI.

One of the key challenges identified is the lack of awareness and education among the general public specifically regarding safe practices for crossing highways and roadways. Many individuals in the community carelessly traverse these roads expecting vehicles traveling on the highway to immediately yield to them. This disregard for traffic rules and the assumption that vehicles will always stop poses a significant risk to both pedestrians and motorists.

Geospatial Analysis

Based on our analysis, it is evident that the majority of our bicycle and pedestrian crashes involving vehicles have occurred in the Garapan area specifically near the intersection of the hospital and school zone over the past five years. Despite the presence of pedestrian signage, blinking lights, and adequate markings, unexpected situations and incidents continue to arise.

Socio Demographic Analysis

Based on our analysis, we have discovered that both fatalities were males between the ages of 35 and 50. It is noteworthy that both individuals are of Asian descent and were commuting to their workplaces.

PEDESTRIAN DATA	2018	2019	2020	2021	2022
Total auto/pedestrian related traffic crashes	25	16	13	16	12
Total auto/pedestrian related serious injuries	1	1	1	2	2
Total auto/pedestrian related fatalities	3	1	0	1	2

BICYCLE DATA	2018	2019	2020	2021	2022
Total auto/bicycle related traffic crashes	12	14	5	8	4
Total auto/bicycle related serious injuries	1	1	0	0	0
Total auto/bicycle related fatalities	0	0	0	0	0

Associated Performance Measures

Fiscal Year	Performance Measure Name	Target End Year	Target Period	Target Value
2024	(C-10) Number of pedestrian fatalities (state data crash file)	2026	5 Year	0
2024	(C-11) Number of bicyclists fatalities (state data crash file)	2026	5 Year	0

Countermeasures Strategies for programming funds

Countermeasure Strategies in Program Area

As stated in the problem identification in order to address these issues and promote safer highways and roadways, it is crucial to invest significant time and resources in education and enforcement activities. Conducting extensive education campaigns to raise awareness about pedestrian and bicycle safety, emphasizing proper crossing procedures, and highlighting the potential consequences of reckless behavior is paramount. Alongside educational initiatives, strict enforcement of traffic laws is essential to deter violations by pedestrians, cyclists, and motorists alike, ensuring the safety of all road users.

By implementing comprehensive educational programs and strengthening enforcement measures, the aim is to foster a culture of responsibility and adherence to traffic rules among residents. Through these concerted efforts, the goal is to make significant progress in reducing crashes involving pedestrians, bicyclists, and motor vehicles, thereby creating safer highways and roadways throughout the CNMI.

Our target is to decrease the occurrence of Auto-Pedestrian and Auto-Bicycle crashes in the CNMI, aiming to save lives and minimize injuries. An essential aspect of achieving this goal is raising public awareness about the risks associated with crossing areas that are not designated as crosswalks. To address this concern, the CNMI Department of Public Safety's Highway Safety Office (CNMI DPS HSO) maintains ongoing collaboration with the legislature, actively advocating for implementation of Jaywalking Law. The purpose of this law is to discourage pedestrians from crossing at undesignated locations, including non-identified pedestrian crosswalks. This issue is pertinent for both residents and tourists in the CNMI.

Highway Safety Office will use this countermeasure strategy to guide program implementation and annual project selection in order to reduce pedestrian and bicycle fatalities and serious injuries.

Within the framework of the Safe System Approach, the CNMI acknowledges the significance of implementing a comprehensive approach that encompasses vigorous enforcement, educational efforts, outreach programs, and accurate identification of pedestrian crosswalks and bicycle lanes.

These measures play a vital role in preventing crashes involving pedestrians and bicyclists, ensuring their safety on the roads.

Countermeasure Strategy

Pedestrian & Bicycle Safety – Education
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- Conduct Pedestrian/Bicycle Safety public education activities throughout the year on the importance of proper and safe highway/roadway crossing at schools, government agencies, and at community events to educate pedestrians/bicyclists as well as motorists.
- Continue to work with the legislature to re-introduce Jaywalking bill and the vehicle window tint regulations since most of the auto-pedestrian and auto-bicycle crashes involve vehicles with darkly tinted windows.
- Continue to work the Department of Public Works (DPW) on the installation of pedestrian crosswalk markings throughout the CNMI. This will also include proper lightings at the crosswalk areas. Bicycle lanes are currently being addressed with the on-going road construction project in Saipan.

Countermeasure Strategy

Pedestrian & Bicycle Safety –Enforcement

- Conduct Zero Tolerance enforcements throughout the year at areas that have clearly marked crosswalks.

Our approach involves engaging in public education initiatives that emphasize the importance of using marked pedestrian crosswalks for safety. We also focus on raising awareness among motorists about the need to exercise caution and remain vigilant for pedestrians, particularly during nighttime situations when visibility may be limited due to inadequate lighting. To enhance the effectiveness of our educational programs, we actively seek out new partnerships and leverage emerging technologies. Moreover, we target densely populated areas where pedestrian and bicycle traffic is high. In these areas, we carry out high-visibility enforcement activities such as checkpoints to ensure compliance with pedestrian and bicycle traffic laws. Additionally, we employ low –visibility tactics when necessary to enforce these laws covertly.

[Citations/Justifications](#)

These countermeasures are listed under NHTSA’s “Countermeasures That Work” for: Pedestrian Safety:

- 4.1 Pedestrian Safety Zones (3 stars)
- 4.2 Reduce and Enforce Speed Limits (3 stars)

- 4.4 Enforcement Strategies (3 stars)

Bicycle Safety:

- 1.1 Bicycle Helmet Laws for Children (5 stars)

Funding Source:

Source Fiscal Year	Funding Source ID	Estimated Funding Amount	Match Amount	Local Benefit
2024 2025 2026	402	\$100,000.00	N/A	N/A

Countermeasure Strategy
Project Consideration

In our project to strengthen police presence in the Garapan area and mitigate vehicle-related crashes involving pedestrians, we will place a special emphasis on engaging the entire community, with a particular focus on the Asian community. We acknowledge the collective impact of road safety on everyone. As part of our efforts, we will implement covert operations, including citation enforcement and educational checkpoints, to ensure compliance with road safety regulations. To maximize our outreach, we will establish strategic partnership with the media, leveraging their platforms to amplify awareness and effectively disseminate information regarding pedestrian safety measures.

PROGRAM AREA

Speed Enforcement

Description of Highway Safety Problems

In 2022, authorities issued a total of 919 speeding citations, marking a significant increase of 62.72% compared to the previous year. Among the consequences of speeding, there were five traffic fatalities and five serious injury crashes.

Another issue is the low fines for speeding. Currently set at \$30.00, the fine is considered inadequate and fails to effectively deter motorists from speeding. This outdated fine contributes to high number of repeat offenders.

Illegal drag racing and high-speed competitions are on the rise, expanding beyond the traditional stretch of highway on the northern side of Saipan (Marpi). Drag racers have started using alternative locations, such as Tun Herman Pan Road and Chalan Pale Arnold from Gualo Rai to Puerto Rico. Despite these highways being designed for a speed limit of 35 miles per hour, drag racers push their speeds well over 80 miles per hour. Tragically, in the past two years, two lives have been lost in Marpi due to a combination of excessive speed, alcohol, and drag racing. Marpi is particularly favored for drag racing due to its one-way access, and racers have become increasingly crafty in evading apprehension. They have lookout vehicles positioned south of the drag strip, which alert the racers to the presence of marked vehicles. As a result, the drag racers can quickly vacate the area even before law enforcement units arrive at the scene.



Geospatial Analysis

Based on our analysis, it is clear that speed represents a significant issue. The Marpi area stands out as the primary location for majority of speed violations, particularly related to drag racing. Furthermore, a significant portion of fatal and serious injury crashes can be attributed to excessive speed.

Socio Demographic Analysis

Based on our analysis, our findings indicate that a significant portion of speed violators consists of young drivers aged 16-24 who are indigenous to the island. Disturbingly, these drivers display a lack of concern for both their own safety and the safety of others on the road.

SPEED DATA	2018	2019	2020	2021	2022
Speed related traffic crashes	430	404	239	264	221
Total speed related serious injuries	9	2	4	1	5
Total speed related fatalities	4	1	2	4	1
Total speed citations issued	767	929	749	602	919

Associated Performance Measures

Fiscal Year	Performance Measure Name	Target End Year	Target Period	Target Value
2024	(C-6) Number of speeding-related fatalities (State crash data files)	2026	5 Year	0

Countermeasure Strategies for programming funds

Countermeasure Strategies in Program Area

We will take decisive action to combat one of the leading causes of traffic crashes in the CNMI which is speed. Law enforcement will remain steadfast in their commitment to reducing speed-related crashes by implementing ongoing High Visibility Enforcement (HVE) initiatives including laser speed enforcement.

In addition, we will prioritize comprehensive educational campaigns aimed at amplifying public awareness regarding the grave risks associated with speeding. Our goal is to foster a heightened understanding among the public aiming to significantly decrease speed-related injury and fatality crashes on our highways.

In line with the Safe System Approach, the CNMI realizes that a combination of appropriate roadway design, speed limit settings, education, outreach campaigns, and enforcement are necessary to promote safer speeds.

Countermeasure Strategy
Speed Enforcement – Enforcement, Education and Training

- Conduct educational outreach initiatives aimed at the general public and school functions to specifically address young drivers and raise awareness about the severe consequences associated with speeding on highways and roadways.
- Increase the number of certified trainers to provide LTI and radar training to new officers.
- Conduct zero tolerance speed enforcement by using LTI 20/20 and radar instrument at random locations during the day and night.

Speed management encompasses a comprehensive approach that includes enforcement, High Visibility Enforcement (HVE), well-trained officers, education, and public awareness. The primary objective is to significantly decrease the occurrence of injuries and fatalities stemming from speed-related crashes. To achieve this, we will prioritize enhancing public awareness of the perils associated with speeding through engaging educational presentations and outreach initiatives, leveraging diverse media platforms. Additionally, we will implement a range of HVE speed enforcement activities to effectively curb speed-related crashes.

We are eagerly anticipating the upcoming “National Speed Reduction Campaign” scheduled for July 2023, and we wholeheartedly endorse this initiative as an ideal opportunity to boost public awareness.

Citations/Justifications

These countermeasures are listed under NHTSA’s “Countermeasures That Work”

- 1.1 Speed Limits (5 stars)
- 2.2 High-Visibility Enforcement (2 stars, however NHTSA’s Highway Safety Program Guideline No.19, “Speed Control” states: “Each State should strongly emphasize speed enforcement as part of its overall traffic enforcement program” (See Section II. Enforcement Program))
- 4.1 Communication and Outreach Supporting Enforcement (3 stars)

Funding Source:

Source Fiscal Year	Funding Source ID	Estimated Funding Amount	Match Amount	Local Benefit
2024 2025 2026	402	\$70,000.00	N/A	N/A

Countermeasure Strategy
Project Consideration

1. Our plan involves implementing enhanced enforcement strategies in the Marpi area to effectively tackle the problem of drag racing among individuals aged 16-24.
2. Continue with the current practice of placing one marked police vehicle at the starting line location in Marpi where the races occur from 2130 – 2400 hours nightly as a HVE effort to deter drag racing.

PROGRAM AREA

Traffic Records

Description of Highway Safety Problems

The Department of Public Safety introduced the e-citation system, which integrates with the CRS and JustWare systems used by the courts and the Attorney General's Office. This integration improves communication and record management. However, due to limited resources like laptops and printers, some law enforcement personnel still issue manual paper tickets to violators. Traffic Record Specialist is allotted a period of 5-7 days to deliver paper citations to the court. Currently, there are only seven hardware units available for over 60 law enforcement vehicles, all assigned to the HP Section personnel. The existing paper ticket process involves multiple steps involving DPS, the Court, and the AGO. The combined delays and issues often result in inaccurate reporting of traffic citations. Moreover, these delays may prevent violators from making timely payments. Saipan experiences traffic violations by visiting tourists, who typically stay on the island for only 4-6 days. As a result, most citations remain unpaid when these tourists leave. Currently, there is no mechanism in place to ensure that any traffic infractions are cleared before the rental vehicles are returned.

Geospatial Analysis

Our analysis indicates that the over 5,862 citations cannot be attributed to a specific area, as they are a cumulative total for all three islands: Saipan, Rota, and Tinian. Similarly, there is no specific location that can be identified as the predominant site for major crashes.

Socio Demographic Analysis

According to our analysis, we have discovered that unpaid citations are primarily caused by tourists or business associates who leave the island before their citations can be entered or processed. These tourists or business associates could be anyone entering the island from Japan, Korea, China, Philippines, or other ethnic group. Due to the insufficient availability of e-citations to expedite the process, manually processing these citations poses a challenge, especially for visiting tourists or business associates with limited time on the island.

CRASH DATA	2018	2019	2020	2021	2022
Total traffic crashes	2,158	2,021	1,213	1,315	1,329
Total serious injuries	9	2	4	6	10
Total fatalities	4	2	2	4	5
Total traffic citations issued (traffic violation)	3,844	4,629	2,790	3,149	5,862

Countermeasure Strategies for programming funds

Countermeasure Strategy
Traffic Records Specialist

To ensure the completeness, accuracy, and timeliness of traffic data, a dedicated Traffic Records Specialist manages the DPS Traffic Records. This specialist gathers traffic statistics on a daily basis and transmits them to DPS Records Section, Attorney General's Office, and the Courts. The Traffic Records Specialists plays a crucial role in providing data to the DPS HSO, legislature, and other agencies as requested for planning purposes, research, and other relevant reasons.

- Collects diverse traffic crash data for various applications, ensuring comprehensive understanding of traffic incidents
- Gathers detailed traffic citations data, including information on violation, driver profiles (bio), age, ethnicity, location, and roadway conditions. This data will contribute to a comprehensive analysis of traffic patterns and trends
- Compiles statistical tables and charts summarizing all traffic record data
- Works closely with Department of Fire & EMS to obtain injury reports of patients transported and treated due to traffic crashes.

Funding Source:

Source Year	Fiscal	Funding Source ID	Estimated Funding Amount	Match Amount	Local Benefit
2024 2025 2026		402	\$200,000.00	N/A	N/A

Countermeasure Strategy
Maintenance and Support

To ensure the maintenance, support, and upgrade of the DPS Traffic Records Systems, we will engage a vendor experienced in the CNMI's system. This vendor will be responsible for maintaining a current and efficient system that facilitates data collection and retrieval. This commitment aims to achieve continuous improvement in the CNMI's traffic safety system. This includes 405c updates and grant application.

Funding Source:

Source Year	Fiscal	Funding Source ID	Eligible Use of Funds	Estimated Funding Amount	Match Amount	Local Benefit
2024 2025 2026		NHTSA 402	Traffic Records	\$150,000.00	N/A	N/A

PROGRAM AREA

Communications (Media)

Description of Highway Safety Problems

As tourists gradually return to the CNMI after the pandemic, we encounter challenges associated with the diverse ethnic groups, including Japanese, Koreans, Chinese, and more. Language barriers emerge as a significant issue, making it difficult to effectively communicate information about roadway safety to these groups. While translators can be beneficial in certain cases, there are instances where drivers still struggle to understand the provided information.

Geospatial Analysis

Based on our analysis, we have pinpointed four significant locations on the island of Saipan to effectively advertise and display road safety messages on billboards. These locations are Capitol Hill, Kagman, Puerto Rico and Chalan Piao, in which they all experience high levels of traffic flow.

Socio Demographic Analysis

Based on our analysis, we have recognized that crashes occur evenly among both local residents and individuals from other ethnic groups. This could be attributed to a lack of concerns to the rules of the road and as well as language barriers.

CRASH DATA	2018	2019	2020	2021	2022
Total traffic crashes	2,158	2,021	1,213	1,315	1,329
Total serious injuries	9	2	4	6	10
Total fatalities	4	2	2	4	5
Total traffic citations issued (traffic violation)	3,844	4,629	2,790	3,149	5,862

Associated Performance Measures

Fiscal Year	Performance Measure Name	Target End Year	Target Period	Target Value
2024	C-1) Number of traffic fatalities (State data files)	2026	5 Year	1
2024	C-2) Number of serious injuries in traffic crashes (State crash data files)	2026	5 Year	4

Countermeasure Strategies for programming funds

Countermeasure Strategies in Program Area

Highway safety campaigns, such as Pedestrian and Bicycle Safety, Click-It-Or-Ticket, Child Passenger Safety, NHTSA Heat Stroke Prevention Day, Distracted Driving, Labor Day Impaired Driving, Fourth of July Impaired Driving, National Speed Reduction Campaign, and Holiday Season Impaired Driving, are extensively disseminated in the community through various media outlets like television, radio stations, newspapers, and magazines. These campaigns utilize awareness ads to remind individuals about the perils of impaired driving (alcohol and drugs), speeding, distracted driving, and the importance of using seat belts and child restraints. They also promote the message of respecting others on the road and urge motorists to exercise caution when encountering motorcycles, bicycles, and pedestrians. The objective of these campaigns is to modify motorists' attitudes and behaviors, thereby enhancing road safety and providing information about lesser known traffic regulations. The combined efforts of public awareness campaigns, legislation, and law enforcement activities, delivered through diverse media sources, aim to reach all demographics in the CNMI communities and ultimately reduce traffic crashes also based on our Communication Plan.

Countermeasure Strategy
Communication Campaign

- Collaborate extensively with media outlets to effectively disseminate awareness in various languages such as Japanese, Korean, Chinese, Tagalog, etc.
- Produce brochures in multiple languages to cater to a diverse audience
- Create banners for display at four key locations on the islands such as Capitol Hill, Puerto Rico, Chalan Piao, and Kagman.

Citations/Justifications

This strategy, derived from NHTSA’s “Countermeasures That Work” document, serves as an effective measure to enhance community awareness regarding safe driving practices and promote knowledge of the dangers associated with impaired driving (alcohol and drugs), speeding, distracted driving, seat belt and child restraint usage, as well as pedestrian and bicycle safety.

- 5.2 Mass Media Campaigns (3 stars – Alcohol and Drug Impaired Driving)
- 6.1 Strategies for Older Children (3 stars – Seat Belts and Child Restraints)
- 4.1 Communication and Outreach Supporting Enforcement (3 stars – Speed Management)

Funding Source:

Source Fiscal Year	Funding Source ID	Estimated Funding Amount	Match Amount	Local Benefit
2024 2025 2026	402	\$150,000.00	N/A	N/A

Countermeasure Strategy
Project Consideration

Collaboratively, we will partner with media organizations to address the language diversity challenge. Our advertisements will be prominently displayed in key locations such as Capitol Hill, Kagman, Puerto Rico, and Chalan Piao. By doing so, we aim to overcome these challenges as the entire community is impacted by the increasing number of crashes.

PROGRAM AREA

Emergency Medical Service

Description of Highway Safety Problems

The Department of Fire and Emergency Medical Services has been gathering information using Zoll's Data System. This data system was acquired by NHTSA in 2016 and was initially put into operation on January 1, 2017. The collection of data is crucial not only for the Department of Fire and EMS but also for our state and federal partners and stakeholders.

Currently, the Department of Fire and EMS has eight (8) Ambulances, two (2) Rescue units, and four (4) fire trucks throughout CNMI. In 2017, each of these vehicles was equipped with a tablet to collect patient care details and document the scene. These tablets are frequently exposed to harsh weather conditions and handled roughly due to the nature of the work.

However, obtaining replacements, performing maintenance, and making upgrades to these tablets has become challenging due to significant budget cuts and existing austerity measures. As a result, our department is seeking additional funding to support our data collection capability. We have a plan to utilize the National Emergency Medical Service Information System (NEMSIS) to develop National Benchmarking Reports for Local EMS Agencies. In line with this plan, our EMS Office aims to meet the new Benchmark Reporting requirements.

Geospatial Analysis

Based on our data analysis, motor vehicle crashes are evenly spread across multiple locations among the three islands, Saipan, Rota, and Tinian. When a crash occurs, ambulances, rescue vehicles, and fire trucks are dispatched to the scene, with each playing a crucial role in the rescue operation. Ambulances are responsible for transporting the injured, rescue vehicles provide necessary equipment and tools, and fire trucks are present as a precaution in case a vehicle catches fire.

Socio Demographic Analysis

According to our data analysis, a concerning trend has emerged regarding the number of individuals transported due to motor vehicle crashes. Specifically, there has been a significantly higher number of injured individuals in the age range of 0-18, totaling 91, compared to the age range of 19-55, which recorded a total of 64 injuries. Furthermore, the data indicates that males outnumber females, with 103 males and 52 females sustaining injuries. Among the injured males, 19 were of Chamorro ethnicity, while 9 were females of the same background. Additionally, out of the total injured individuals, 28 were Chamorros, 18 were Carolinians, 18 were Filipino, and the remaining cases involved individuals of mixed ethnicity.

CRASH DATA	2018	2019	2020	2021	2022
Total traffic crashes	2,158	2,021	1,213	1,315	1,329
Total serious injuries	9	2	4	6	10
Total fatalities	4	2	2	4	5
Response Time	6	10	10	10	10

EMS Yearly Data Collection

Classification	2018	2019	2020	2021	2022
No. Motor Vehicle Crash (MVC):	202	196	114	128	155
Patient transported from MVC:	140	116	65	57	78
Ambulance Response to MVC:	213	204	113	67	93
Rescue Response to MVC:	106	84	53	31	32
Suppression Response to MVC:	30	33	18	18	12
Fatal (MVC):	3	0	0	2	2
Critical (MVC):	11	2	3	7	3
Minor Injury (MVC):	140	153	85	62	49
Non- Injury (MVC):	48	48	23	61	79

Associated Performance Measures

Fiscal Year	Performance Measure Name	Target End Year	Target Period	Target Value
2024	(C-2) Number of serious injuries in traffic crashes(State crash data files)	2026	5 Year	4

Countermeasure Strategies for programming funds

Countermeasure Strategies in Program Area

The Department of Fire and Emergency Medical Services (DFEMS) is responsible for delivering emergency medical services to all traffic crash victims across CNMI. During emergencies like motor vehicle crashes, every second counts. It is crucial for first responders to promptly and effectively provide patient care while prioritizing their own safety. At present, DFEMS is facing challenges related to data input.

In line with the Safe System Approach, it is essential to prioritize training for Emergency Medical Services (EMS) personnel to enhance their proficiency in life-saving techniques. This training plays a crucial role in ensuring that individuals injured in crashes receive appropriate medical attention, thereby preventing their injuries from turning fatal. Furthermore, the timely arrival of emergency responders and the presence of well-trained EMS personnel are significant factors in guaranteeing that crash victims receive the necessary medical care to increase their chances of survival.

Countermeasure Strategy
Emergency Medical Service – Equipment, Education, and Training

Due to factors such as wear and tear, data loss in the field, and the need for equipment replacement and upgrade, the following are the goals of DFEMS:

- Decrease injuries and fatalities resulting from crashes
- Reduce on-scene response time
- Deliver a high standard of patient care treatment
- Ensure the swift extraction of patients from motor vehicle crashes
- Increase the number of personnel training
- Provide appropriate tools and equipment for responders

To achieve these goals, DFEMS will continue to carry out the following actions:

- Collect and analyze data on motor vehicle crashes that lead to serious injuries and fatalities
- Conduct quality improvement and assurance based on the collected data
- Provide training on specialized tools and equipment
- Deliver educational presentations at various community-based organizations and schools, both public and private
- Engage in public education and outreach initiatives during events like Police Week, EMS Week, and Holiday Season Impaired Driving Prevention campaigns.
- Attend the Lifesavers and Kids-In-Motion Conferences for national updates and for enhancement of their knowledge as first responders

Citations/Justifications

- Highway Safety Program Guideline No. 11 “Emergency Medical Services”
- “The National Emergency Medical Services Advisory Council (NEMSAC)”

Funding Source:

Source Year	Fiscal	Funding Source ID	Estimated Funding Amount	Match Amount	Local Benefit
2024		402	\$100,000.00	N/A	N/A
2025					
2026					

Countermeasure Strategy
Project Consideration

The Department of Fire and Emergency Medical Services (DFEMS) will collaborate closely with DPS Highway Safety Office and other agencies, including the Commonwealth Health Care Corporation (CHCC), to enhance community outreach and raise public awareness during events such as EMS Week and other social events. This initiative aims to reach the general public and assist underserved communities, one in particular are the contract workers who are temporarily employed and some who have families.

§ 1300.11 (5) **Performance Report**

**PERFORMANCE
REPORT**

FY2024 –					
FY2026 Triennial Highway Safety Plan					
Performance Measure:	Target Period	Target Year(s)	Target Value FY23 HSP	Data Source*/ FY23 Progress Results	On Track to Meet FY23 Target YES/NO/In-Progress
C-1) Total Traffic Fatalities	5 year	2019-2023	4	2017-2021 State 4	No
C-2) Serious Injuries in Traffic Crashes	5 year	2019-2023	8	2017-2021 State 8.2	No
C-3) Fatalities/VMT	N/A	N/A	N/A	N/A	N/A
Note: VMT data not collected in the Territories.					
C-4) Unrestrained Passenger Vehicle Occupant Fatalities, All Seat Positions	5 year	2019-2023	1	2017-2021 State 1.2	No
C-5) Alcohol-Impaired Driving Fatalities	5 year	2019-2023	2	2017-2021 State 3	No
C-6) Speeding-Related Fatalities	5 year	2019-2023	2	2017-2021 State 3	No
C-7) Motorcyclist Fatalities	5 year	2019-2023	0	2017-2021 State 0	In-Progress
C-8) Unhelmeted Motorcyclist Fatalities	5 year	2023	0	2017-2021 State 0	In-Progress
C-9) Drivers Age 20 or Younger Involved in Fatal Crashes	5 year	2021-2023	0	2017-2021 State 0	In-Progress
C-10) Pedestrian Fatalities	5 year	2019-2023	1	2017-2021 State 2	No
C-11) Bicyclist Fatalities	5 year	2019-2023	0	2017-2021 State 0	In-Progress
B-1) Observed Seat Belt Use for Passenger Vehicles, Front Seat Outboard Occupants (State Survey)	Annual	2022	97%	State Survey 2022 95.71%	Not Met

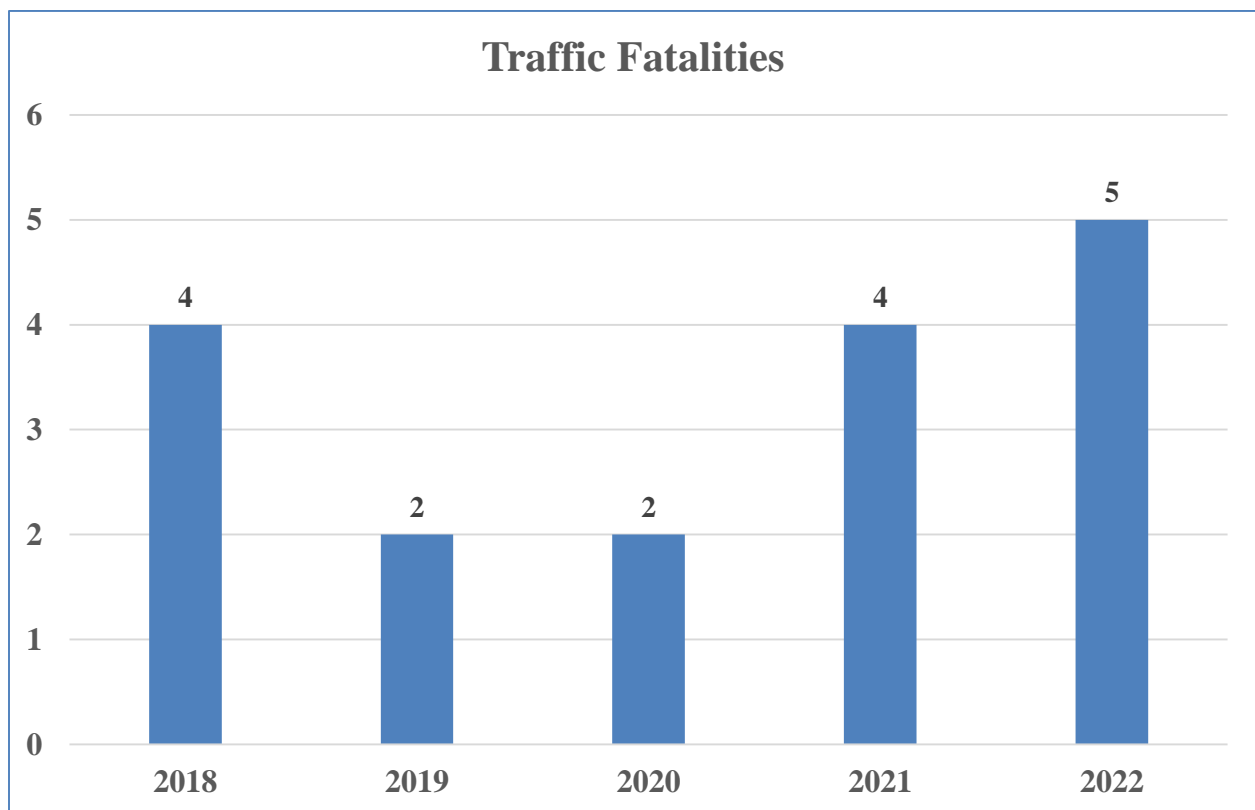
Performance Measure: C-1) Traffic Fatalities

Progress: Not Met

Program Area-Level Report

The CNMI's goal was to reduce traffic fatalities to 4 (2017-2021 average) (linear trend projected a target of 6) by December 31, 2023. The CNMI had 5 traffic fatalities in 2022, therefore the CNMI did not meet the target.

Years:	2018	2019	2020	2021	2022
Actual Numbers:	4	2	2	4	5



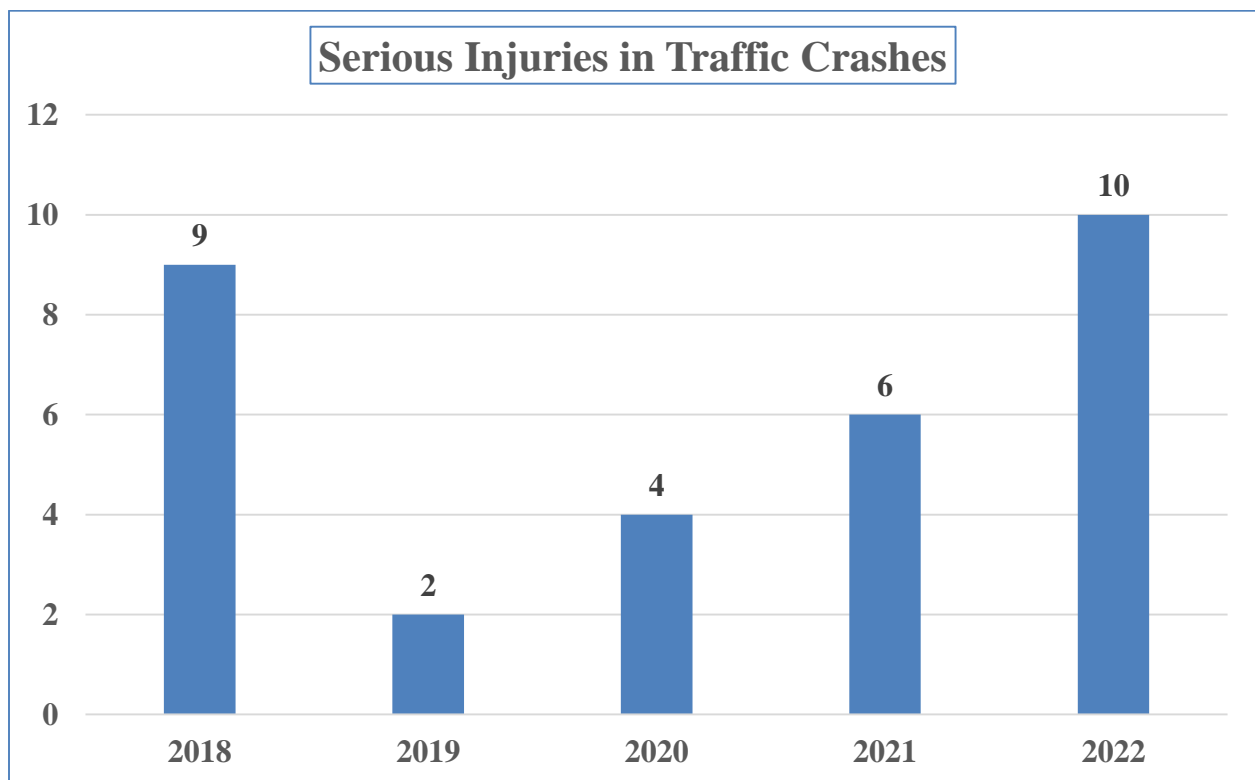
Performance Measure: C-2) Serious Injuries in Traffic Crashes

Progress: Not Met

Program Area – Level Report

The CNMI's goal was to reduce serious traffic injuries from 8.20 (2017-2021 average) to 8 by December 31, 2023. There were 10 serious injuries in 2022; therefore, the CNMI did not meet the target.

Years:	2018	2019	2020	2021	2022
Actual Numbers:	9	2	4	6	10



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

Not Applicable to the Territories.

Performance Measure: C-4) Unrestrained Passenger Vehicle Occupant Fatalities, All Seat Positions

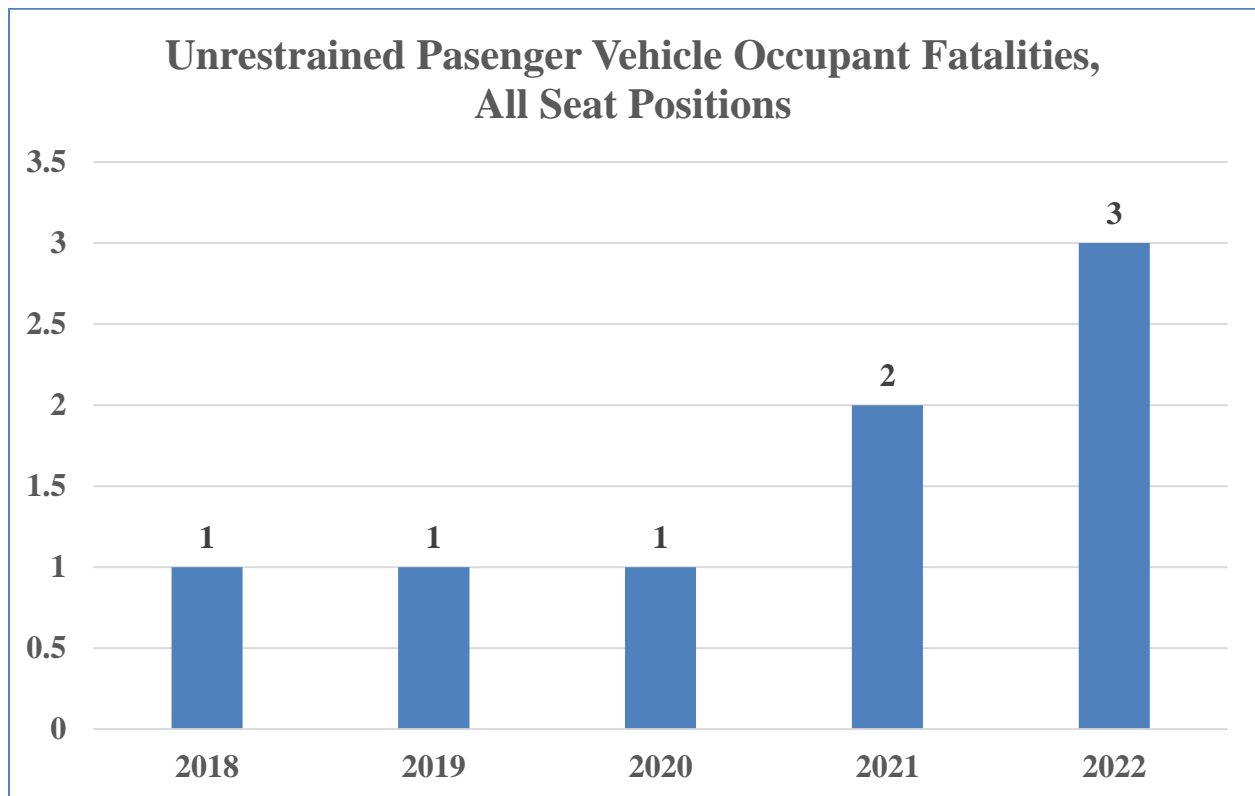
Progress: Not Met

Program-Area Level Report

The CNMI's goal was to reduce unrestrained passenger vehicle occupant fatalities in all seating positions from 1.2 (2017 to 2021 average) to 1 by December 31, 2023.

There were 3 fatalities involving unrestrained passenger vehicle occupant in 2022; therefore, the CNMI did not meet the target.

Years:	2018	2019	2020	2021	2022
Actual Numbers:	1	1	1	2	3



Performance Measure: C-5) Alcohol-Impaired Driving Fatalities

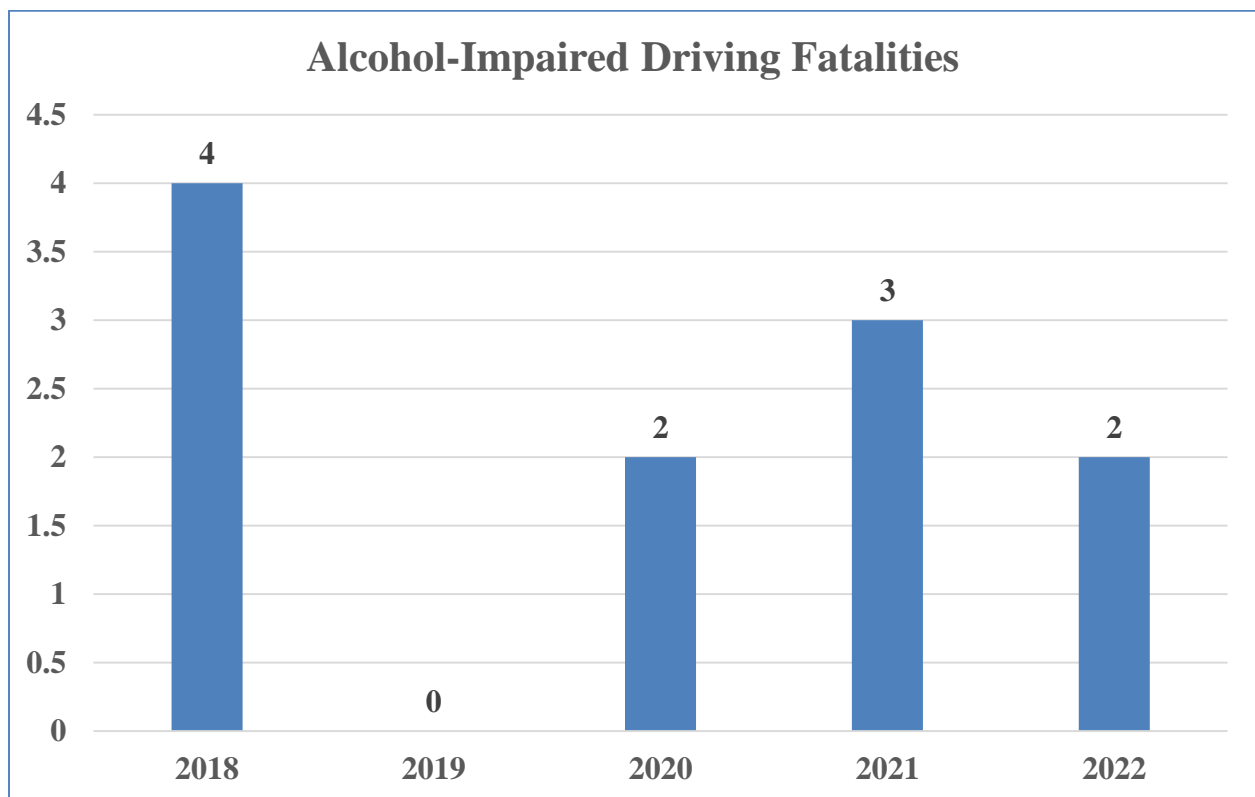
Progress: In-Progress

Program- Area Level Report

The CNMI's goal was to reduce the number of alcohol-impaired driving fatalities from 3 (2017-2021 average) to 2 by December 31, 2023.

In 2022, the CNMI had 2 alcohol- impaired driving fatalities. This report is still in-progress.

Years:	2018	2019	2020	2021	2022
Actual Numbers:	4	0	2	3	2



Performance Measure: C-6) Speeding-Related Fatalities

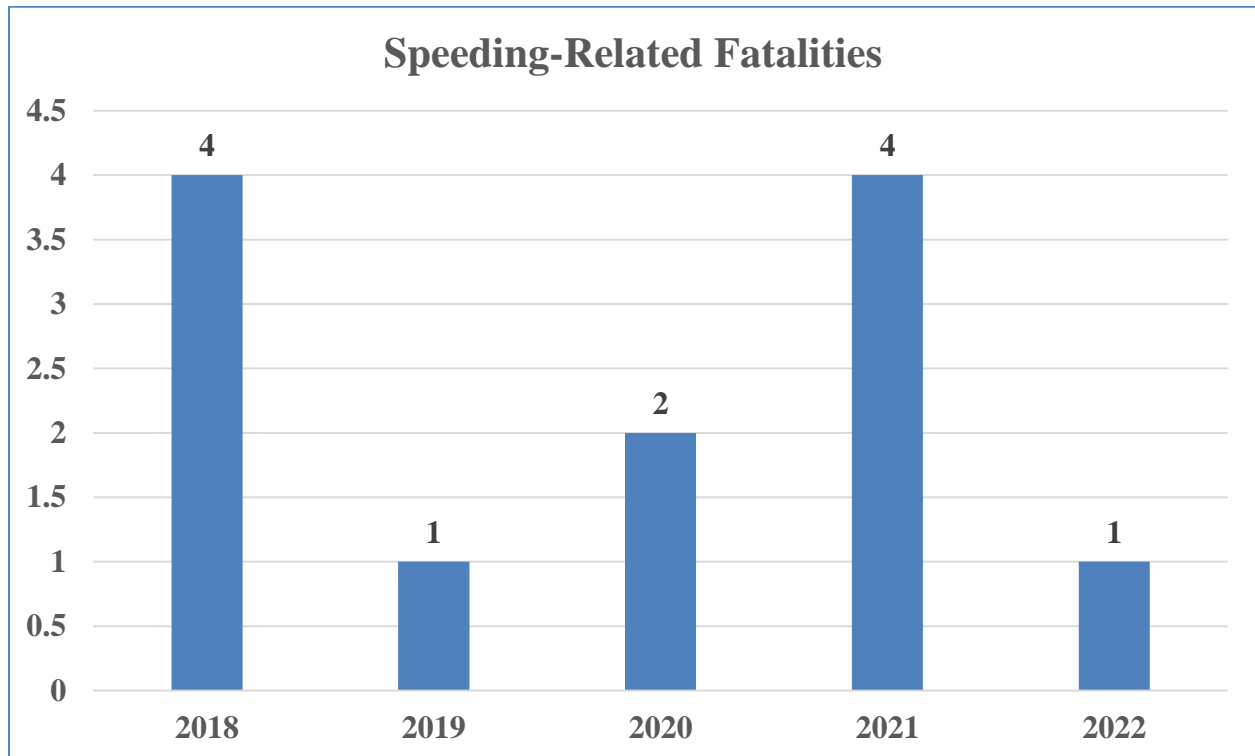
Progress: Not Met

Program-Area Level Report

The CNMI's goal was to reduce the number of speed- related fatalities from 3 (2017-2021 average) to 2 by December 31, 2023.

There was 1 speed- related fatality in 2022. The report is still in progress.

Years:	2018	2019	2020	2021	2022
Actual Numbers:	4	1	2	4	1



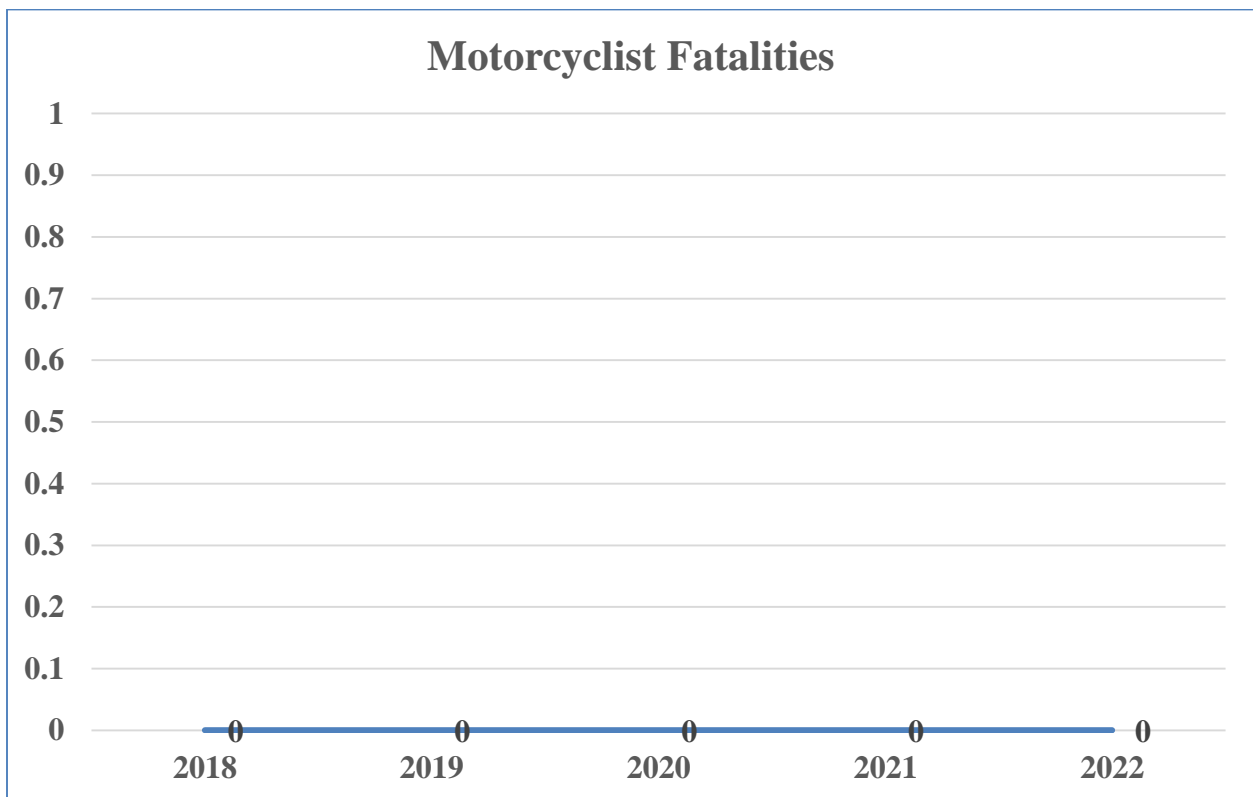
Performance Measure: C-7) Motorcyclist Fatalities

Progress: In Progress

Program-Area Level Report

The CNMI's goal was to maintain the number of motorcycle related fatalities at 0 (2017-2021 average) by December 31, 2023.

Year:	2018	2019	2020	2021	2022
Actual Numbers:	0	0	0	0	0



Performance Measure: C-8) Un-helmeted Motorcyclist Fatalities

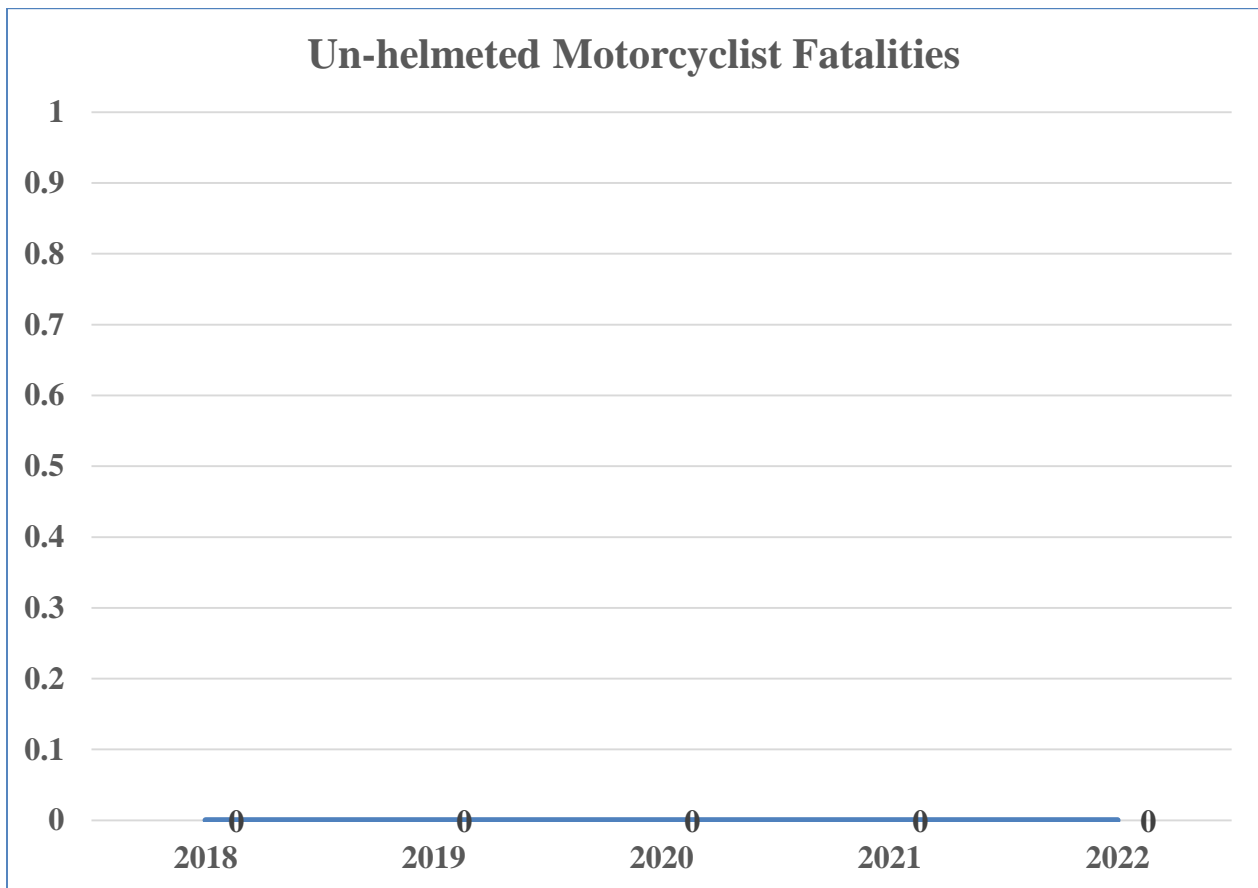
Progress: In Progress

Program-Area Level Report

The CNMI's goal was to maintain the number of un-helmeted motorcyclist fatalities at 0 (2017-2021 average) thru December 31, 2023.

There were zero (0) un-helmeted motorcyclist fatalities in 2022. The performance report measure is still in progress as the 2023 calendar year is not yet complete.

Year:	2018	2019	2020	2021	2022
Actual Numbers:	0	0	0	0	0



Performance Measure: C-9) Drivers Age 20 or Younger Involved in Fatal Crashes

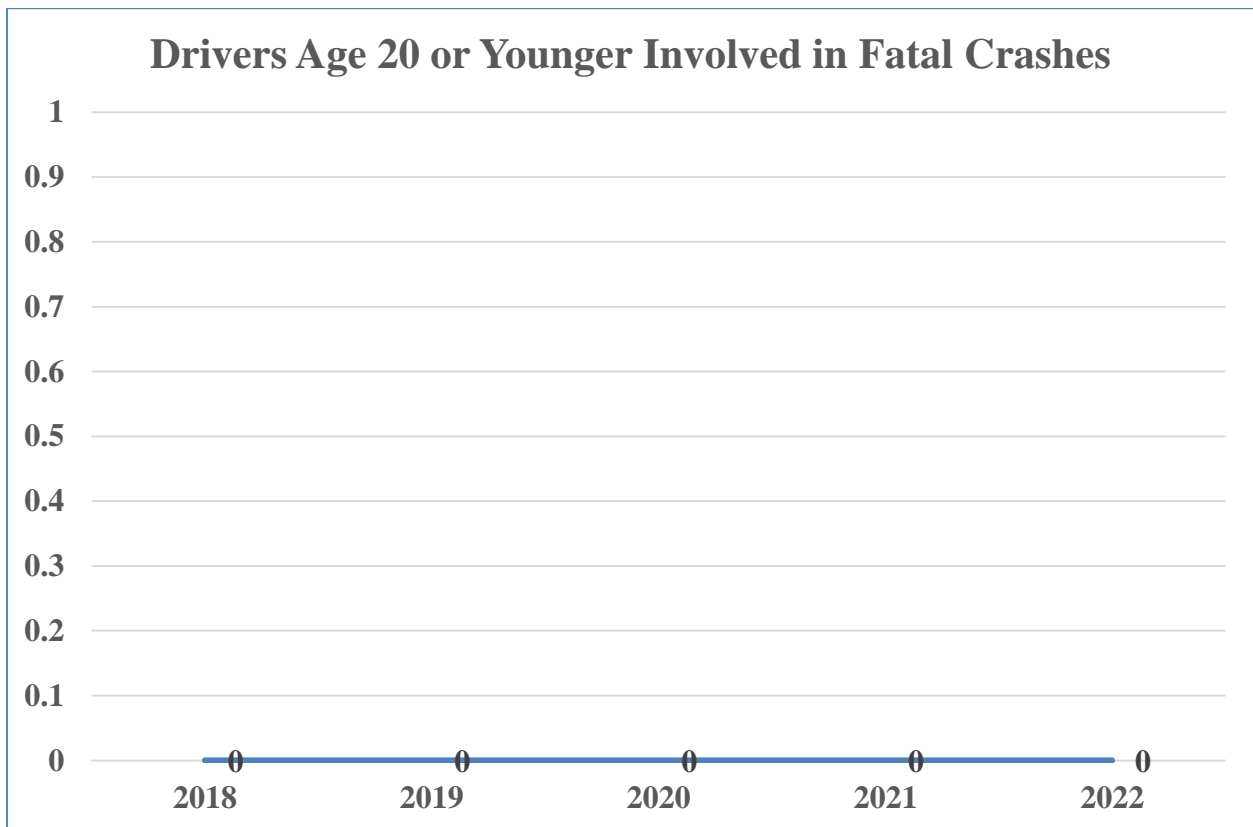
Progress: In Progress

Program-Area Level Report

The CNMI's goal was to maintain the number of driver's age 20 and or younger involved in fatal crashes at 0 (2017-2021 average) thru December 31, 2023.

There were 0 drivers age 20 or younger fatalities in 2022. The performance report measure is still in progress as the 2023 calendar year is not yet complete.

Year:	2018	2019	2020	2021	2022
Actual Numbers:	0	0	0	0	0



Performance Measure: C-10) Pedestrian Fatalities

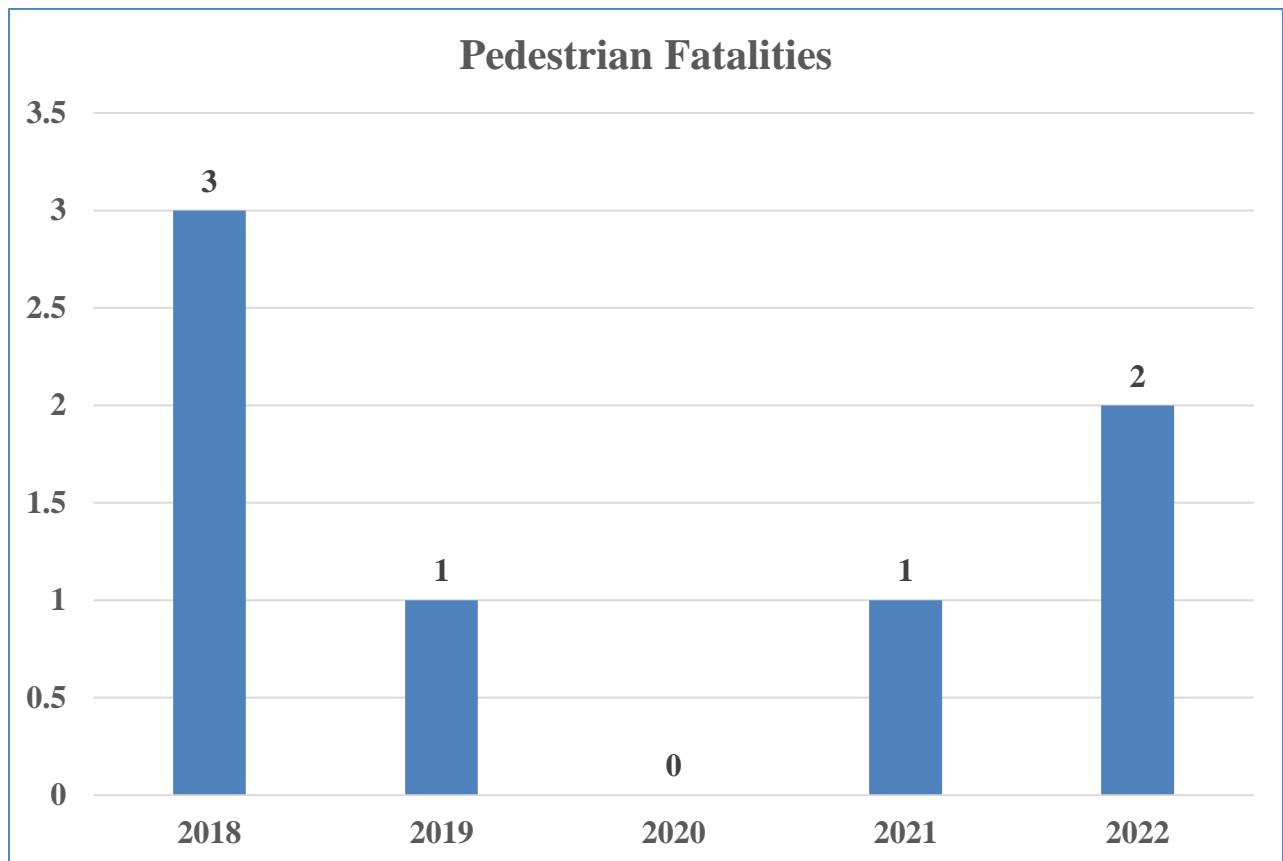
Progress: Not Met

Program-Area Level Report

The CNMI's goal was to reduce the number of pedestrian fatalities from 2 (2017-2021 average) to 1 by December 31, 2023.

The CNMI had 2 pedestrian fatalities in 2022; therefore, the CNMI did not meet the target.

Year:	2018	2019	2020	2021	2022
Actual Numbers:	3	1	0	1	2



Performance Measure: C-11) Bicyclist Fatalities

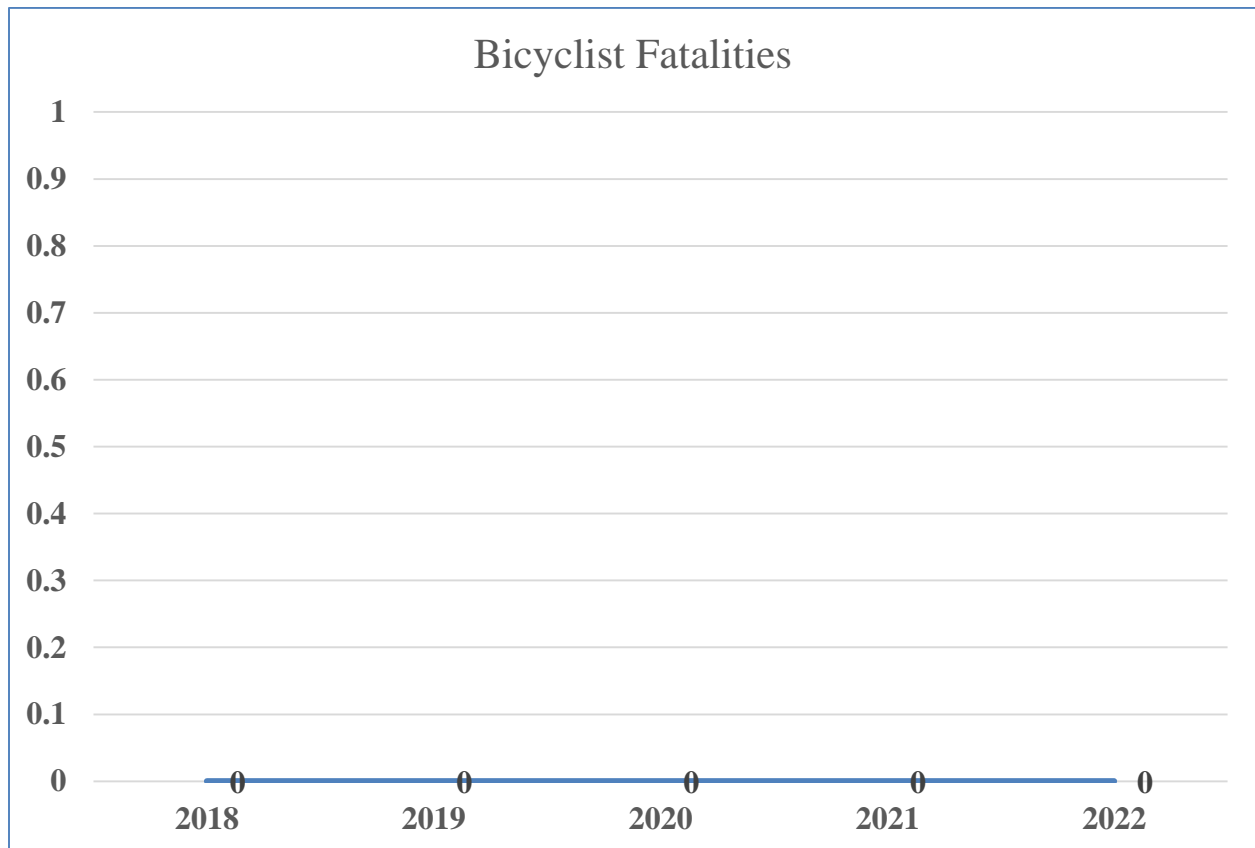
Progress: In Progress

Program-Area Level Report

The CNMI's goal was to maintain the number of bicycle fatalities at 0 (2017-2021 average) thru December 2023.

The CNMI had 0 bicyclist fatalities in 2022. The performance report measure is still in progress as the 2023 calendar year is not yet complete.

Year:	2018	2019	2020	2021	2022
Actual Numbers:	0	0	0	0	0



Performance Measure: B-1) Observed Seat Belt Use for Passenger Vehicles, Front Seat Outboard Occupants (state survey)

Progress: Not Met

Program-Area Level Report

The CNMI's goal was to increase Occupant Protection restraint usage rate by .57 percentage points from 96.43% in 2032 to 97% by December 31, 2023. The 2022 Occupant Protection restraint usage survey result was 95.71%; therefore, the performance report measure was met.

Year:	2018	2019	2020	2021	2022
Actual:	89.28%	93.92%	93.92%	96.43%	95.71%

