

State of Rhode Island Highway Safety Plan *Federal Fiscal Year 2008*



prepared for

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

developed and presented by

The Rhode Island Department
of Transportation
Office on Highway Safety
Two Capitol Hill, Suite 106
Providence, RI 02903-1111

Donald L. Carcieri, Governor
Jerome F. Williams, Director
Department of Transportation

Amended October 31, 2007



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Acronym Guide

Blood Alcohol Concentration (BAC)
Child Passenger Safety (CPS)
Click It Or Ticket (CIOT)
Community College of Rhode Island (CCRI)
Crash Outcome Data Evaluation System (CODES)
Critical Analysis Reporting Environment (CARE)
Driving Under the Influence (DUI)
Department of Mental Health, Retardation, and Hospitals (MHRH)
Drug Recognition Expert (DRE)
Electronic Accident Reporting System (EARS)
Fatality Analysis Reporting System (FARS)
Federal Fiscal Year (FFY)
Graduated Drivers Licensing (GDL)
High Visibility Enforcement (HVE)
Highway Safety Grant application (HS-1)
Highway Safety Plan (HSP)
Law Enforcement Liaison (LEL)
Memorandum of Understanding (MOU)
Mothers Against Drunk Driving (MADD)
Motorcycle Safety Foundation (MSF)
National Highway Traffic Safety Administration (NHTSA)
National Occupant Protection Use Survey (NOPUS)
Office on Highway Safety (OHS)
Request for Proposals (RFP)
Rhode Island Department of Transportation (RIDOT)
Safe, Accountable, Flexible, and Efficient Transportation Equity Act: A Legacy for Users (SAFETEA-LU)
Standardized Field Sobriety Testing (SFST)
Strategic Highway Safety Plan (SHSP)

Acronym Guide (continued)

Students Against Destructive Decisions (SADD)
Traffic Records Coordinating Committee (TRCC)
Traffic Safety Resource Prosecutor (TSRP)
Vehicle Miles Traveled (VMT)
You Drink. You Drive. You Lose. (YDYYDL)

1.0 Introduction to the Rhode Island Highway Safety Planning Process

■ 1.1 Executive Summary

This Rhode Island Highway Safety Plan (HSP) for Federal Fiscal Year (FFY) 2008 serves as the State of Rhode Island's application to the National Highway Traffic Safety Administration (NHTSA) for Federal funds available under Section 402 of the Safe, Accountable, Flexible, and Efficient Transportation Equity Act: A Legacy for Users (SAFETEA-LU). The Rhode Island Department of Transportation (RIDOT) Office on Highway Safety's (OHS) goals, objectives, and performance measures related to the program areas are described in this plan.

To identify the issues to be addressed in the FFY 2008 highway safety program, analysis was conducted using a five-year period of data. When assessing safety needs and programming potential, it is important to understand how Rhode Island differs from the nation. The state population and annual number of fatalities in Rhode Island are relatively low compared to the nation. As such, one fatality can significantly impact a percentage. Interpretation of increases and decreases in percentages, particularly from one year to the next, must be carefully examined. Therefore, whenever possible, raw numbers, percentages, and rates as well as fatality and serious injury (defined for the purposes of this plan as Injury Type II, Bleeding/Broken Bones) data (when available) are presented. Based on this analysis the following problem areas will be addressed through the HSP:

- **Impaired Driving** - Alcohol impaired driving continues to comprise a large share of the State's crash fatalities and serious injuries. Alcohol involvement in fatal crashes in Rhode Island has exceeded that of the nation for the past five years and resulted in 36 fatalities in 2006. Based on NHTSA imputed numbers, from 2001 through 2005 nearly 85 percent of Rhode Island's alcohol-related fatalities (defined as fatalities involving at least one driver, pedestrian, or bicyclist with blood alcohol content (BAC) of .01 or above) involved a driver with BAC greater than the legal limit of .08 percent.
- **Occupant Protection** - Rhode Island achieved a major increase in the percent of observed seat belt use from 74 percent in 2006 to 79 percent in 2007. Rhode Island, however, remains below the nation for restraint use. Although nonrestraint use in serious injury crashes has decreased each year from 2002 to 2006, the percent of unrestrained fatalities rose significantly from 44 percent in 2005 to 74 percent in 2006.

- **Speed** – Crashes related to speeding continue to be a problem in Rhode Island. Rhode Island has exceeded the national and New England regional percentages of speed-related fatalities each year from 2002 through 2005. Also during this period, Rhode Island exceeded New England and the United States for drivers involved in fatal crashes with previous speeding convictions.
- **Young Drivers** – Consistent with national trends, young drivers are over-represented in fatal crashes in Rhode Island. In 2006, young drivers, age 16 to 20 years, represented 5 percent of Rhode Island’s licensed driver population; yet comprised nearly 14 percent of drivers involved in fatal crashes. Ninety-three percent of those young drivers were male.
- **Motorcycles** – Motorcycle fatalities in the United States have risen for the past seven years. Regrettably, Rhode Island also is following this deadly trend. Motorcycle fatalities increased by two deaths in 2006 to 16 fatalities. Motorcycle fatalities now comprise 19.8 percent of Rhode Island’s total fatalities, a 3 percent increase from 16.1 percent in 2005.
- **Other Road Users** – Although crashes in Rhode Island are dominated by personal automobiles, other modes of transportation require consideration. The large fluctuation in the number of pedestrian fatalities over the past five years requires attention, particularly because more than a third of the pedestrians killed were legally intoxicated (2002 to 2005). The State remains well below the national average for crashes involving bicyclists. School bus crashes are a relatively rare occurrence in Rhode Island, and there were no school bus related fatalities in 2006.
- **Traffic Records** – Highway safety stakeholders currently are unable to exchange information in a timely, accurate, complete, uniform, and integrated system. A newly revitalized Traffic Records Coordinating Committee (TRCC) has been and will continue to work on the multiyear Highway Safety Data and Traffic Records System Improvement Plan.
- **Racial Profiling** – The act of racial profiling affects both law enforcement and the community at large by undermining the civil rights of everyone; this creates mistrust with the majority of law enforcement personnel who are enforcing the law in an equal manner. The State of Rhode Island was one of 14 states to receive racial profiling monies last year as an assurance state under the SAFETEA-LU legislation. The State has submitted a second-year application to provide funding to continue developing a multifaceted program to assess the level and/or locations where racial profiling may exist and to implement programs to address and improve community/police relations.
- **Planning and Administration** – The OHS will serve as the primary agency responsible for insuring that highway safety concerns for Rhode Island are identified and addressed through the development and implementation of appropriate countermeasures.

■ 1.2 Mission Statement

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

1. To reduce the number of fatalities and serious injuries on Rhode Island's roadways; and
2. To reduce the number of traffic crashes and the severity of their consequences.

The OHS provides the required resources to plan and carry out activities to fulfill this mission. To ensure effectiveness, relationships are developed and maintained with advocacy groups, citizens, community safety groups, complementary state and Federal agencies, and local and state police departments. The OHS also conducts data analysis to monitor crash trends in the State and to ensure that state and Federal resources target the areas of greatest need. The OHS also is an active participant in the development of the State's first Strategic Highway Safety Plan (SHSP), providing expertise related to driver behavioral issues and education and enforcement-related countermeasures. The OHS will work closely with RIDOT to ensure coordination between the Highway Safety Plan (HSP) and the SHSP, ideally resulting in one comprehensive and strategic highway safety program for the State.

The OHS establishes and implements a comprehensive program to accomplish its goals effectively. The *Highway Safety Plan for Federal Fiscal Year 2008* outlines the process used to identify specific highway safety problem areas, develop countermeasures to correct those problems, and monitor the performance of those countermeasures. Section 3.0 presents the prioritized focus areas, including proposed strategies and programming to meet the Office's safety goals.

■ 1.3 Timeline and Process

The OHS conducts transportation safety planning year round. Emerging trends and safety needs are identified through data monitoring and outreach to key safety stakeholders. Table 1.1 describes the OHS planning cycle.

Table 1.1 Rhode Island Office on Highway Safety Annual Safety Planning Calendar

Month	Activities
January-March	Staff conduct grant oversight and monitoring visits. Activities planned for “May is Motorcycle Awareness” month. Prepare Section 405 (OP) grant application. Plan “100 Days of Summer” campaign to include outreach to the minority communities.
April-May	Staff conduct data collection and grant oversight and monitoring. Activities planned and implemented to support the “May is Motorcycle Awareness Month” campaign. Staff also develop the kickoff event and all activities to support the national “Click It Or Ticket (CIOT)” campaign in May.
June-July	<p>Staff conduct strategic planning/listening sessions with key stakeholders to review recent crash trends and emerging issues and to create project proposals within each program area. The division also generates its own project proposals for staff review.</p> <p>A draft of the Performance Plan is prepared for review and approval by OHS staff. A presubmission meeting is held with officials from the NHTSA Regional Office, and updates are requested for any Federal, state, and local data.</p> <p>Conduct “100 Days of Summer” campaign (June through August).</p> <p>Prepare Sections 410 (AL), 408 (TR), 1906 (Racial Profiling), and 2010 (Motorcycle) grant applications.</p>
August	<p>The final Performance Plan is submitted to NHTSA and FHWA. Meetings are held with potential grantees.</p> <p>Conclude “100 Days of Summer” campaign.</p>
September	Request for Proposals (RFP) and applications for Grant Funding (HS-1) are issued based on availability of Federal funding. FFY 2008 grants and contracts are finalized.
October	Work is begun on the FFY 2007 Annual Report.
November-December	The FFY 2007 Annual Report is finalized. The OHS administers closeout of the prior fiscal year. OHS collects and reviews year-end reports from its grantees. Occasionally, OHS revises grant applications and awards with its grantees based on the availability/timeliness of Federal funding.

Grant Funding Process

Currently there are two methods for awarding a grantee funding for projects that support OHS efforts to reduce the number of fatalities and serious injuries on Rhode Island's roadways.

Each potential grantee must submit an HS-1 (Highway Safety Grant application) to OHS for review. Each applicant is required to provide a Problem Identification statement (Problem I.D.); Project Description; potential outcomes; and a description of how the goals and outcomes will be measured. Grantees also must provide a detailed budget, including the source of all funding and any matching funds that may be required.

Applications are reviewed for approval/rejection by the OHS Administrator and the appropriate Program Manager. OHS has managers for the following programs: Impaired Driving; Occupant Protection; Young Drivers; Motorcycles; Speed; Other Road Users; Traffic Records; and Minority Outreach.

When the Problem I.D./budget has been approved, the next step is to determine if the goods or services can be provided by any other entity. If these services cannot be provided by others (excluding state agencies), then a grant can be issued after a Grants and Assurances document has been signed by the grantee. If the goods or services can be provided by others, OHS must submit a RFP to RIDOT Contracts and Specifications and the Department of Administration Division of Purchases that must be advertised for a minimum of 30 days to ensure a quality product is being provided at a competitive price. This process takes approximately three to six months.

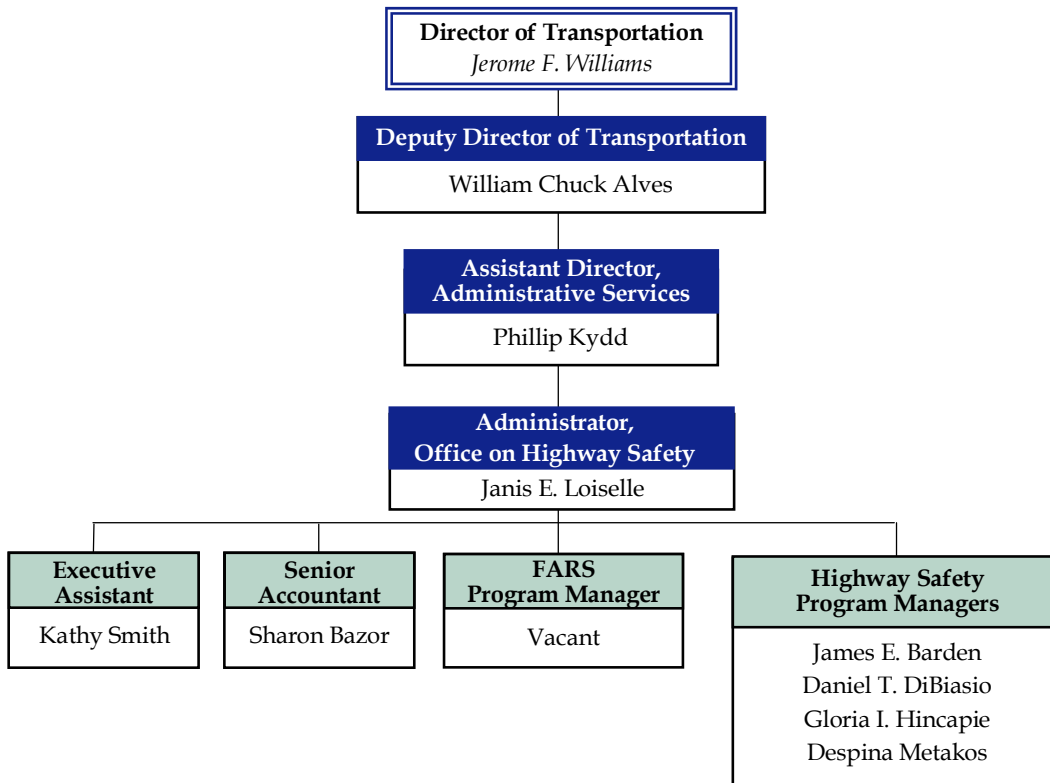
All grantees are required to provide quarterly reports to the Program Manager, including invoices, timesheets, and any other documentation necessary for monitoring, reporting, and oversight of program areas. Field visits also may be required for evaluation of the effectiveness of the program and to ensure that the appropriate state and Federal procedures/guidelines are being followed.

The OHS grant partners are an essential component of the success of any program as they implement the programs that address the highlighted issues of concern included within the Highway Safety Program.

■ 1.4 Organization

After several years of being understaffed, the OHS has acquired the staffing level required to carry out the Office's mission. Although relatively new to the Office, many of the current staff are veterans of RIDOT and bring excellent working relationships and institutional understanding to the team. Figure 1.1 illustrates the OHS organizational structure.

**Figure 1.1 Rhode Island Department of Transportation
Office on Highway Safety Organization**



In addition to operational and administrative tasks, each OHS Program Manager is responsible for developing, implementing, and/or overseeing specific programs. The program areas addressed by OHS are assigned to the Program Managers based on their individual safety expertise as noted below:

- **James Barden** - Occupant Protection, Impaired Driving, Operation BLUE RIPTIDE;
- **Daniel DiBiasio** - Traffic Records, Young Drivers;
- **Gloria Hincapie** - Minority Outreach, Racial Profiling, Speed; and
- **Despina Metakos** - Motorcycles, Pedestrians, Elder Drivers, Bicycles, Other Roadway Users.

Relationships and collaboration are the keys to making progress in highway safety. Three significant changes in staffing occurred at OHS in the past year that have enabled the OHS to broaden its network of safety partners.

The full-time appointment of a Law Enforcement Liaison (LEL) has enabled the OHS to greatly increase its outreach to state and local police departments. As a former Colonel of the City of Providence Police Department, Richard Sullivan brings to the OHS team extensive experience in driver education and training, traffic enforcement, community outreach, and development and implementation of safety programs.



**Office on Highway Safety Program Managers
and Law Enforcement Liaison:**

Dan DiBiasio, Gloria Hincapie, Col. Richard Sullivan,
Despina Metakos, and James Barden.

His relationship with the law enforcement community has and will continue to foster partnerships among OHS, state and local police departments, and other safety practitioners throughout the State.

The appointment of Gloria Hincapie as a Minority Outreach Manager for OHS demonstrates RIDOT's commitment to addressing the safety needs of the State's diverse population. Gloria's previous experience as a health educator and program manager provided her with the opportunity to work with many community leaders. This background will provide the basis for OHS to work cooperatively with diverse communities and law enforcement agencies. She will lead the Office's efforts to develop culturally appropriate educational initiatives and information tools to support all of the program initiatives of the OHS, including occupant protection, impaired driving, motorcycle safety, young driver programs, speed, and other roadway users.

Also new in 2007, OHS has begun funding 50 percent of the salary of a Traffic Safety Resource Prosecutor (TSRP), Jay Sullivan, within the Attorney General's Office. The TSRP will implement training programs for prosecutors and law enforcement to improve prosecution rates in driving under the influence (DUI) cases and assist OHS in evaluating the impact of Rhode Island's new chemical test refusal law on impaired driving arrest rates.

2.0 Highway Safety Performance Plan

■ 2.1 Highway Safety Problem Identification Process

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

- Using data, highway safety research, and prior experience to identify problem areas;
- Soliciting input and project proposals from local and regional organizations that have expertise in areas relevant to highway safety; and
- Analyzing trends in serious injury and fatality rates and comparing them to regional and national trends.

Sources of highway safety data and research used by the OHS include:

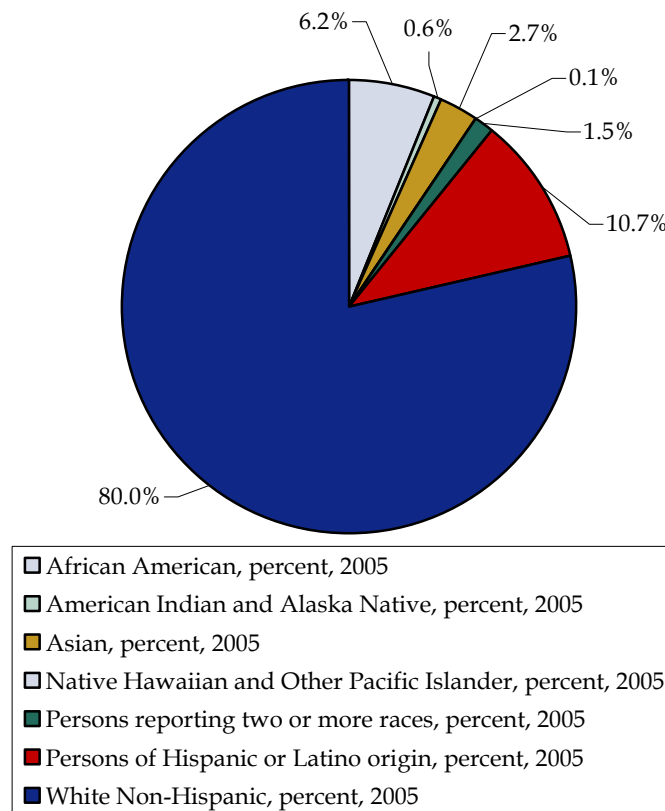
- Crash Outcome Data Evaluation System (CODES);
- Fatality Analysis Reporting System (FARS);
- National Highway Traffic Safety Administration (NHTSA);
- National Occupant Protection Use Survey (NOPUS);
- RIDOT OHS;
- Rhode Island Division of Motor Vehicles;
- Rhode Island Department of Health;
- Rhode Island Police Chiefs Association;
- Rhode Island State Police;
- Rhode Island Statewide Planning Program;
- RIDOT's Electronic Accident Reporting System (EARS);
- Rhode Island Attorney General's Office; and
- Rhode Island Courts.

Demographic Trends

Rhode Island (officially “The State of Rhode Island and Providence Plantations”) is the smallest state in the nation (1,045 square miles, bisected by Narragansett Bay), with 8 cities and 31 towns. The State contains 6,415 total miles of certified public roadway, including 71 miles of Interstate Highway (49.8 urban and 21.4 rural).

Nearly one-quarter of all Rhode Island inhabitants are under 18 years of age; 6 percent are under the age of five. About 90 percent reside in urban areas, the largest of which is Providence, the state capital. Rhode Island has one of the fastest growing Hispanic and Southeast Asian communities in the nation. Since 1980, the Hispanic population of Rhode Island has more than doubled. As shown in Figure 2.1, Hispanics, African Americans, Asian Americans, and Native Americans now comprise nearly 20 percent of the State’s population, one-half of which live in the Providence area.

Figure 2.1 Rhode Island Population Estimate



Source: U.S. Census Bureau.

Because crashes are measured in relation to population, licensed drivers, and vehicle miles traveled (VMT), the tables below provide a brief overview of these characteristics. The U.S. Census Bureau estimated the population of Rhode Island to be 1,067,610 in 2006. Table 2.1 shows the 2006 population totals by county and town. As shown in Table 2.2 and Figure 2.2, in 2006, there were 1,128,142 registered motor vehicles (27,868 motorcycles and mopeds) and 743,793 licensed drivers (70,282 endorsed motorcycle operators). Table 2.3 shows the breakdown of licensed drivers by age group and gender. In this plan, data are generally presented for a five-year period to show current trends. When assessing safety needs and programming potential, it is important to understand how Rhode Island percentages differ from national percentages. The state population and annual number of fatalities in Rhode Island are relatively low compared to the nation. As such, one fatality can significantly impact a percentage. Interpretation of increases and decreases in percentages, particularly from one year to the next, must be carefully examined. Therefore, whenever possible, raw numbers, percentages, and rates are provided in this plan. Also, when available both fatality and serious injury (defined for the purposes of this plan as Injury Type II, Bleeding/Broken Bones) data are presented.

Table 2.1 Population of Rhode Island by County and Town
2006

County and Town	7/1/06 Population Estimate
Bristol County	52,256
Barrington	16,566
Bristol	24,498
Warren	11,192
Kent County	170,053
Coventry	34,672
East Greenwich	13,462
Warwick	85,925
West Greenwich	6,430
West Warwick	29,564
Newport County	82,144
Jamestown	5,535
Little Compton	3,543
Middletown	16,431
Newport	24,409
Portsmouth	17,011
Tiverton	15,215

Table 2.1 Population of Rhode Island by County and Town (continued)
2006

County and Town	7/1/06 Population Estimate
Providence County	635,596
Burrillville	16,545
Central Falls	18,994
Cranston	81,479
Cumberland	34,345
East Providence	49,123
Foster	4,509
Glocester	10,597
Johnston	28,855
Lincoln	22,061
North Providence	32,993
North Smithfield	11,288
Pawtucket	72,998
Providence	175,255
Scituate	10,916
Smithfield	21,698
Woonsocket	43,940
Washington County	127,561
Charlestown	8,208
Exeter	6,206
Hopkinton	8,051
Narragansett	16,708
New Shoreham	1,033
North Kingstown	26,734
Richmond	7,740
South Kingstown	29,457
Westerly	23,424
Total State Population	1,067,610

Source: U.S. Census Bureau.

Table 2.2 Rhode Island Drivers, Vehicles, and Population
2002 to 2006

	2002	2003	2004	2005	2006	Change (2002-2006)
Licensed Drivers	-	686,491	746,465	707,617	743,793	8.3%*
Endorsed Motorcycle Operators	-	-	-	-	70,282	N/A
Registered Vehicles	857,398	874,168	918,865	1,102,207	1,128,142	31.6%
Registered Motorcycles (including Mopeds)	23,707	27,685	24,244	28,137	27,868	17.5%
Total Population of Rhode Island	1,068,550	1,075,729	1,079,916	1,076,189	1,067,610	-0.09%
VMT (in millions)	8,142	8,365	8,473	8,299	8,299	1.9%

* Change from 2003.

Figure 2.2 Rhode Island Drivers, Vehicles, and Population
2002 to 2006 (In Thousands)

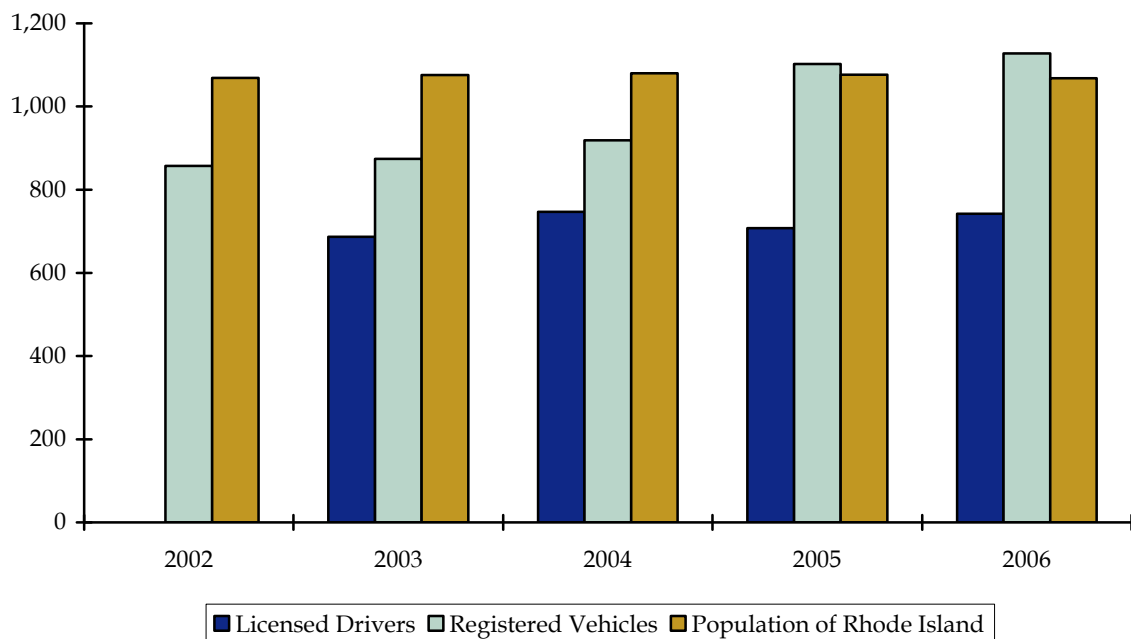


Table 2.3 Number of Rhode Island Drivers by Age and Gender in 2006

Age Group	Male	Female	Total	Percent of Licensed Drivers
16-20	19,182	18,677	37,859	5.1%
21-24	23,842	23,696	47,538	6.4%
25-29	31,209	31,776	62,985	8.5%
30-34	29,818	30,095	59,913	8.1%
35-39	34,159	34,962	69,121	9.3%
40-44	37,723	38,284	76,007	10.2%
45-49	39,625	40,803	80,428	10.8%
50-54	37,769	38,441	76,210	10.2%
55-59	32,405	32,131	64,536	8.7%
60-64	26,242	26,296	52,538	7.1%
65-69	17,833	18,398	36,231	4.9%
70-74	12,886	13,744	26,630	3.6%
75-79	10,709	12,407	23,116	3.1%
80-84	8,493	10,209	18,702	2.5%
85+	5,634	6,345	11,979	1.6%
Total	367,529	376,264	743,793	100.0%

Source: Rhode Island Division of Motor Vehicles.

Performance Trends and Goals

In Rhode Island, the total number of crashes has increased during the past three years (from 45,267 in 2004 to 48,374 in 2006). The number of fatal and incapacitating injuries, however, has decreased 17 percent between 2004 and 2006. Six fewer lives were lost in 2006 than in 2005, and 16 fewer serious injuries were sustained. Drivers age 16 to 20 were involved in significantly fewer fatal crashes in 2006 than in 2005, down from 20 to 14 (or 30 percent). According to the observed restraint use survey, Rhode Island saw an increase in the safety belt use rate from 74 percent in 2006 to 79 percent in 2007.

From 2004 to 2006, however, Rhode Island experienced increases in both pedestrian and motorcyclist fatalities. Speed was a factor in 52 percent of the total fatalities.

As shown in Figures 2.3 and 2.4, in 2006 the largest number of crashes occurred in the month of August and on Sundays. Fatal crashes occurred most frequently during the hours of 1:00 a.m. to 4:00 a.m. and 1:00 p.m. and 4:00 p.m. as shown in Figure 2.5. Surviving drivers most often cited in fatal crashes were age 45 to 54. In 2006, the greatest percentage of fatal crashes occurred in Providence, Warwick, Cranston, South Kingstown, Pawtucket, and Johnston. Table 2.4 and Figures 2.6 through 2.36 provide additional details on Rhode Island’s highway safety trends.

Figure 2.3 Percent of Rhode Island Fatal Crashes by Month-of-Year 2006

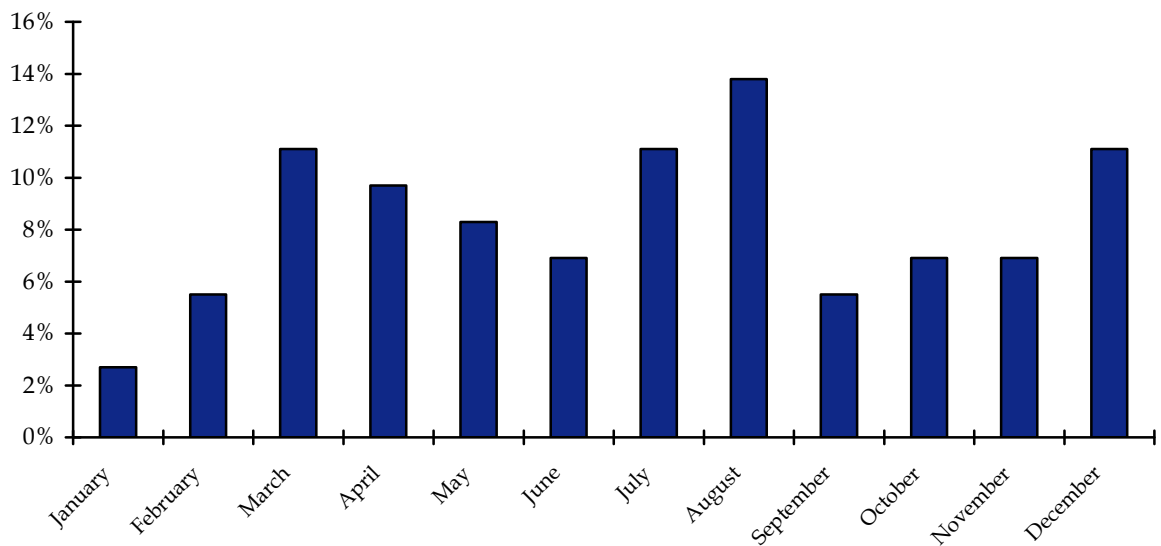


Figure 2.4 Percent of Rhode Island Fatal Crashes by Day-of-Week
2006

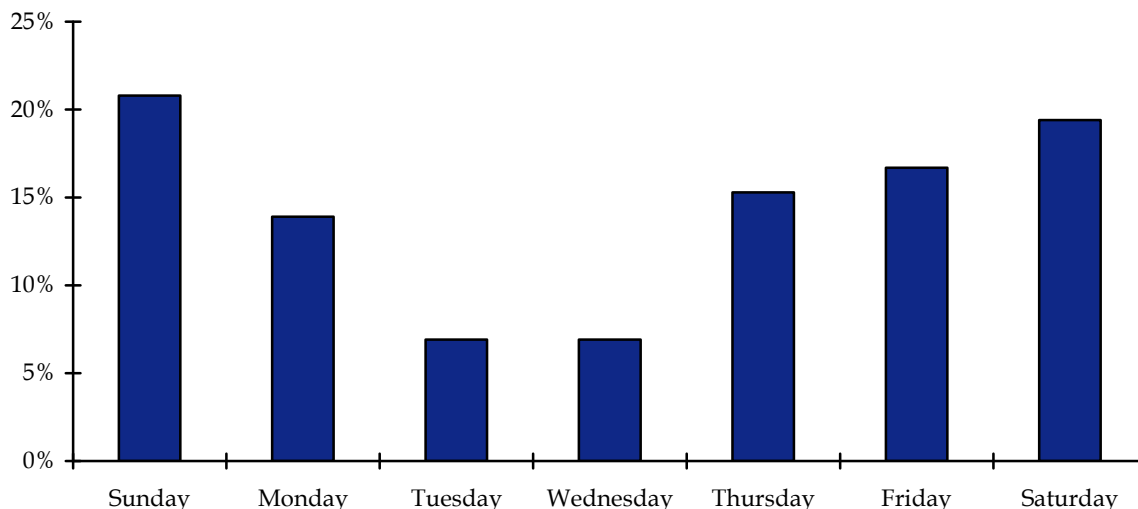


Figure 2.5 Percent of Rhode Island Fatal Crashes by Time-of-Day
2006

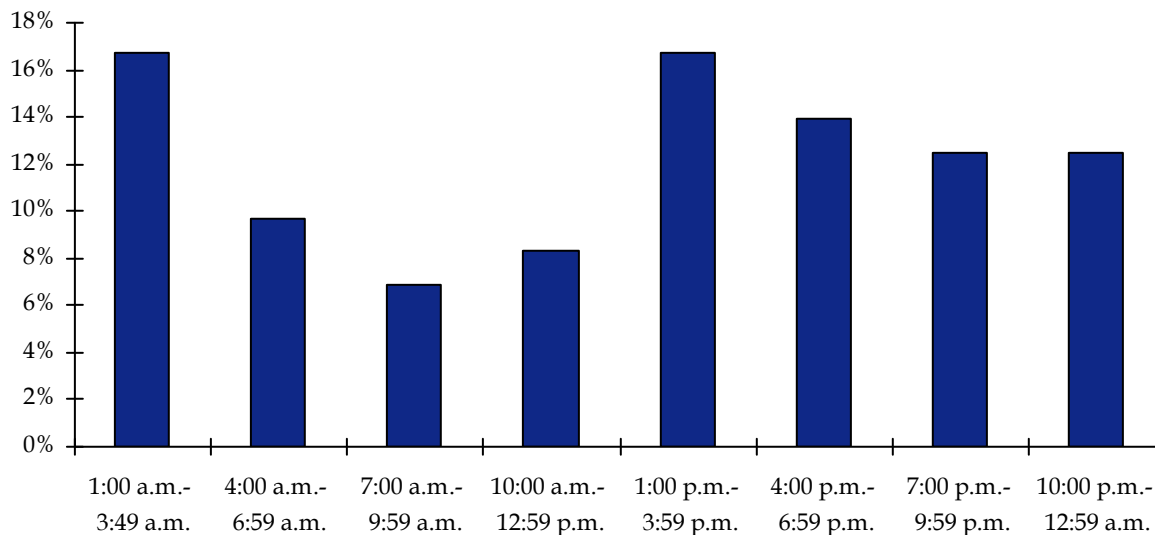


Table 2.4 Traffic Safety Trends in Rhode Island
2002 to 2006

Crash Data/Trends ^{a,b,c}	Progress Report Data 2002 to 2006				
	2002	2003	2004	2005	2006
Fatalities - actual	84	104	83	87	81
Fatality rate/100 million VMT	1.03	1.24	0.98	1.05	0.98
Fatality rate/100,000 population	7.86	9.67	7.69	8.08	7.59
Serious injuries - actual	1,845	1,887	1,600	1,329	1,313
Fatality and serious injury rate/100 million VMT	23.69	23.80	19.86	17.06	16.80
Fatal and serious injury rate/100,000 population	180.53	185.08	155.85	131.58	130.57
Alcohol-related fatalities	46	59	43	43	U/A
Proportion of alcohol-related fatalities	0.55	0.57	0.52	0.49	U/A
Alcohol-related fatality rate/100 million VMT	0.56	0.71	0.51	0.52	U/A
Alcohol-related fatality rate/100,000 population	4.30	5.48	3.98	4.00	U/A
Percent of population observed using safety belts	71%	74%	76%	75%	74%
Speed fatalities - actual	46	55	44	39	42
Speed fatality rate/100 million VMT	0.56	0.66	0.52	0.47	0.51
Speed fatality rate/100,000 population	4.30	5.11	4.07	3.62	3.93
Nonmotorist fatalities - actual	10	15	7	15	16
Nonmotorist fatality rate/100 million VMT	0.12	0.18	0.08	0.18	0.19
Nonmotorist fatality rate/100,000 population	0.94	1.39	0.65	1.39	1.50
Nonmotorist serious injuries - actual	177	147	156	145	143
Nonmotorist fatality and serious injury rate/ 100 million VMT	2.30	1.94	1.92	1.93	1.92
Nonmotorist fatal and serious injury rate/ 100,000 population	17.50	15.06	15.09	14.87	14.89
Pedestrian fatalities - actual	9	14	7	14	15
Pedestrian fatality rate/100 million VMT	0.11	0.17	0.08	0.17	0.18
Pedestrian fatality rate/100,000 population	0.84	1.30	0.65	1.30	1.40
Pedestrian serious injuries - actual	132	103	114	103	107
Pedestrian fatality and serious injury rate/ 100 million VMT	1.73	1.40	1.43	1.41	1.47
Pedestrian fatal and serious injury rate/ 100,000 population	13.20	10.88	11.20	10.87	11.43
Bicyclist fatalities - actual	1	1	0	1	1
Bicyclist fatality rate/100 million VMT	0.01	0.01	0.00	0.01	0.01
Bicyclist fatality rate/100,000 population	0.09	0.09	0.00	0.09	0.09
Bicyclist serious injuries - actual	45	44	42	42	36
Bicyclist fatality and serious injury rate/ 100 million VMT	0.56	0.54	0.50	0.52	0.45
Bicyclist fatal and serious injury rate/ 100,000 population	4.30	4.18	3.89	4.00	3.47
Motorcycle and ATV fatalities - actual	9	13	11	14	16
Motorcycle fatality rate/100 million VMT	0.11	0.16	0.13	0.17	0.19
Motorcycle fatality rate/100,000 population	0.84	1.21	1.02	1.30	1.50

Table 2.4 Traffic Safety Trends in Rhode Island (continued)
2002 to 2006

Crash Data/Trends ^{a,b,c}	Progress Report Data 2002 to 2006				
	2002	2003	2004	2005	2006
Motorcycle serious injuries - actual	137	134	138	133	107
Motorcycle fatality and serious injury rate/ 100 million VMT	1.79	1.76	1.76	1.77	1.48
Motorcycle fatal and serious injury rate/ 100,000 population	13.66	13.67	13.80	13.66	11.52
Young drivers involved in fatal crashes - actual ^d	20	25	17	20	14
Young drivers in fatal crashes/100 million VMT	0.25	0.30	0.20	0.24	0.17
Young drivers in fatal crashes/100,00 population	1.87	2.32	1.57	1.88	1.31
Young drivers in serious injury crashes - actual	437	380	416	320	300
Young drivers in fatal and serious injury crashes/ 100 million VMT	5.61	4.84	5.11	4.10	3.78
Young drivers in fatal and serious injury crashes/ 100,000 population	42.77	37.65	40.10	31.59	29.41
Older drivers involved in fatal crashes - actual ^e	15	21	14	9	12
Older drivers in fatal crashes/100 million VMT	0.18	0.25	0.17	0.11	0.14
Older drivers in serious injury crashes - actual	184	184	157	156	122
Older drivers in fatal and serious injury crashes/ 100 million VMT	2.44	2.45	2.02	1.99	1.61
Older drivers in fatal and serious injury crashes/ 100,000 population	18.62	19.06	15.83	15.33	12.55

Note: All Vehicle Miles Traveled (VMT) data are from the Rhode Island Department of Transportation. All population data are from the U.S. Census Bureau.

^a "Serious Injuries" here as elsewhere in the HSP are defined as "Bleeding/Broken Bones," excluding "Bruises and Abrasions" and "No Visible Injury/Complaint." Note that serious injury criteria were insufficiently standardized and digitized before 2000 to merit the consideration in OHS program planning. Totals include only those that occurred on public roadways (excluding parking lots or private property).

^b Rhode Island did not start electronic data transmission of traffic crashes until 2001.

^c 2005 VMT were used to calculate metrics since VMT for 2006 is not available.

^d Young drivers are defined as those age 16 to 20.

^e Older drivers are defined as those age 65+.

Figure 2.6 Fatalities
Actual

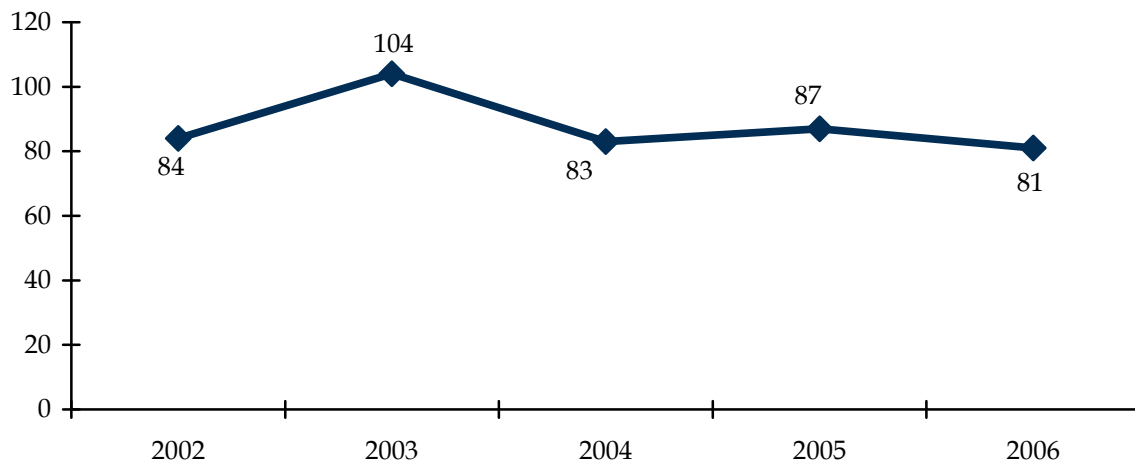


Figure 2.7 Fatality Rate
Per 100 Million VMT

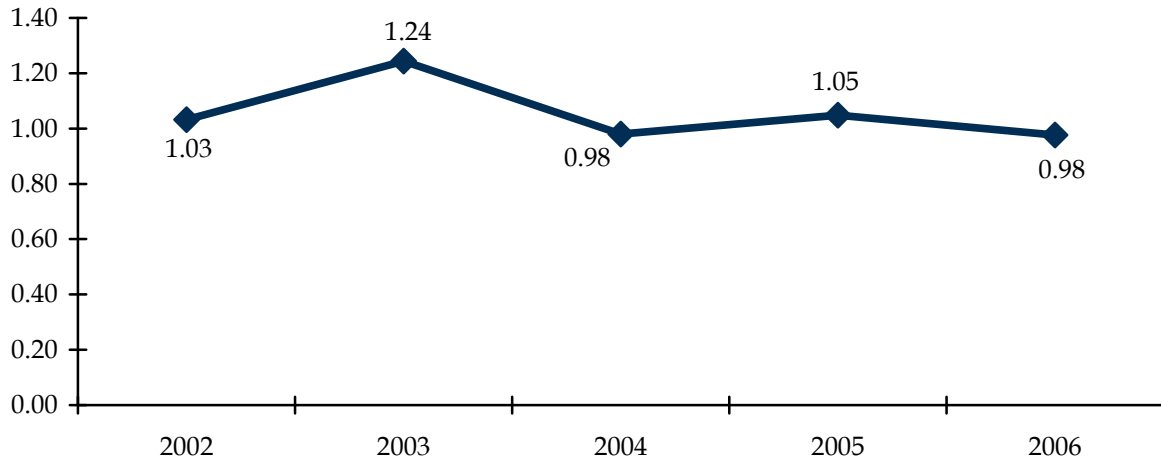


Figure 2.8 Fatality Rate
Per 100,000 Population

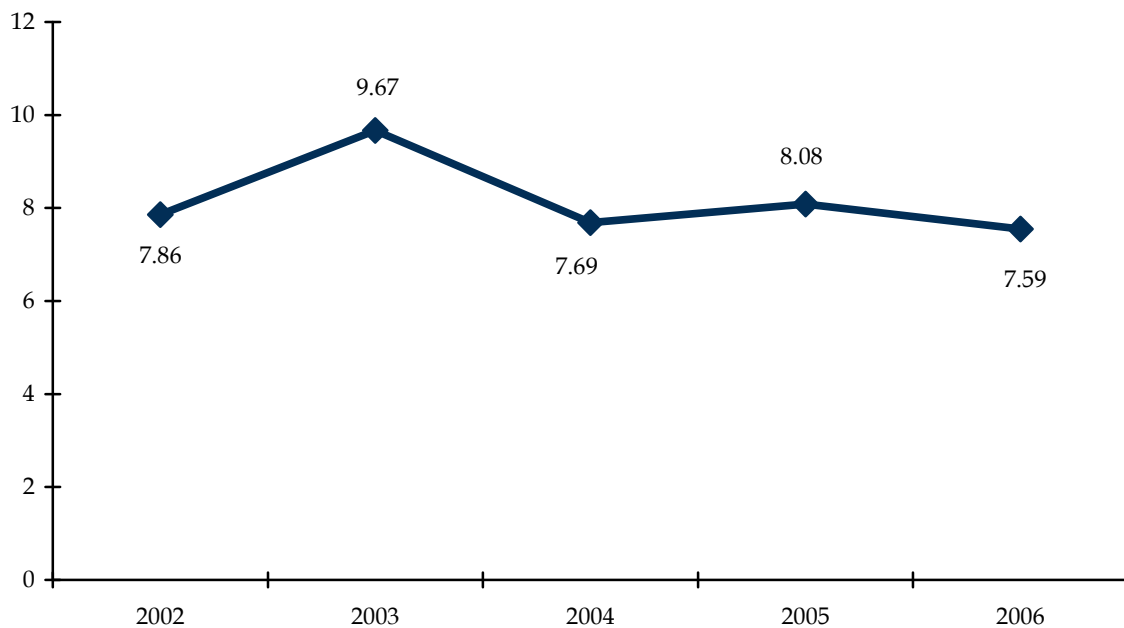


Figure 2.9 Serious Injuries
Actual

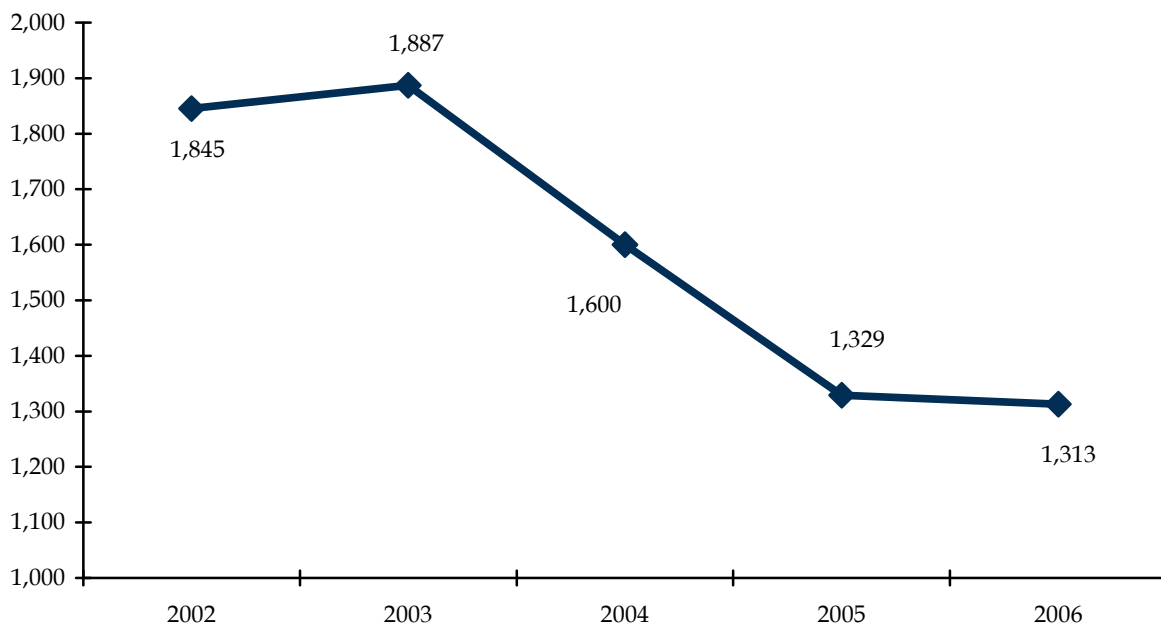


Figure 2.10 Fatality and Serious Injury Rate
Per 100 Million VMT

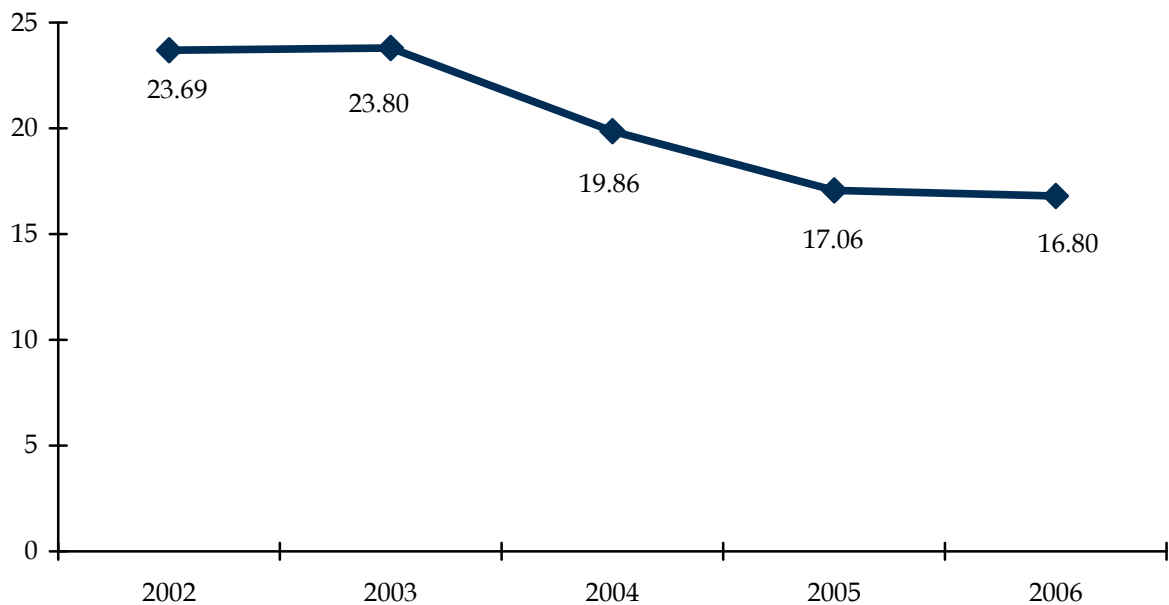


Figure 2.11 Fatality and Serious Injury Rate
Per 100,000 Population

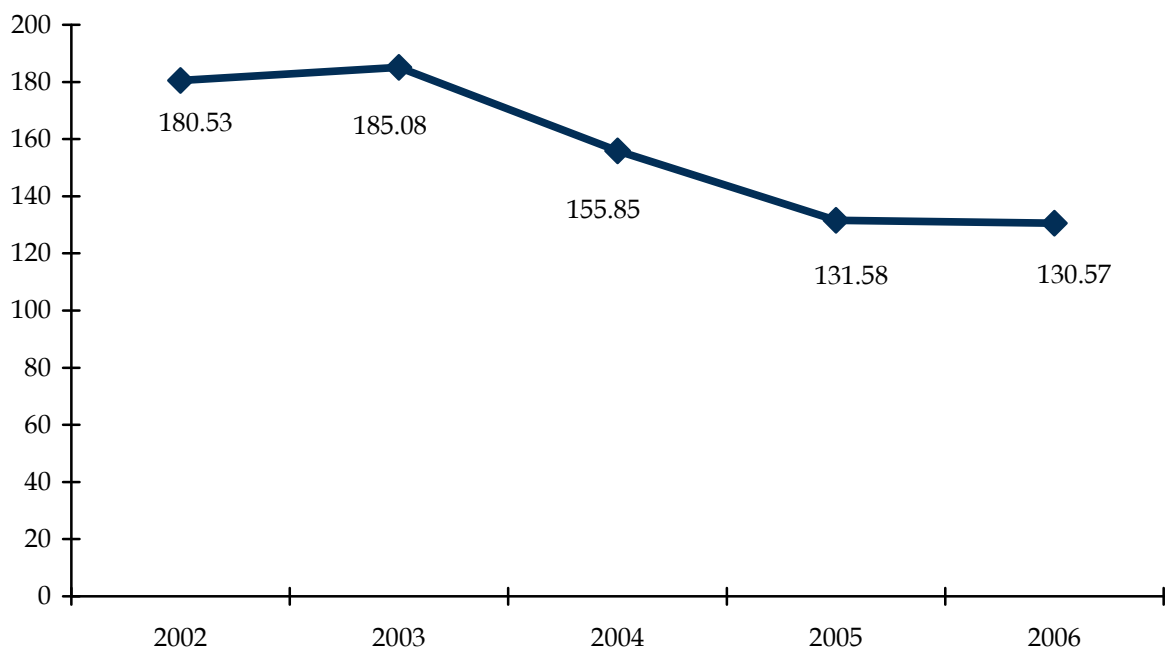


Figure 2.12 Alcohol-Related Fatalities^f
Actual

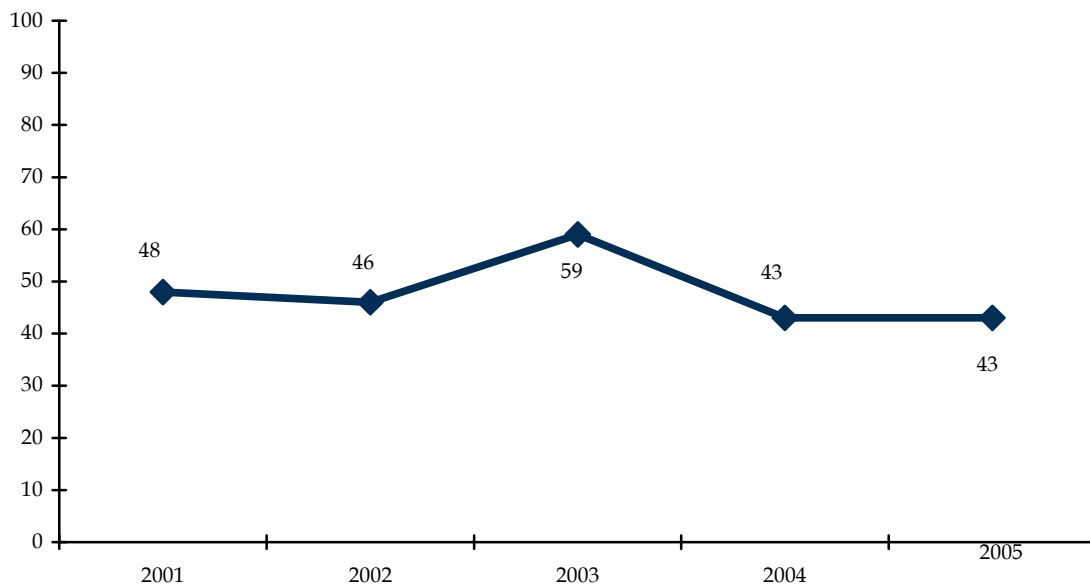
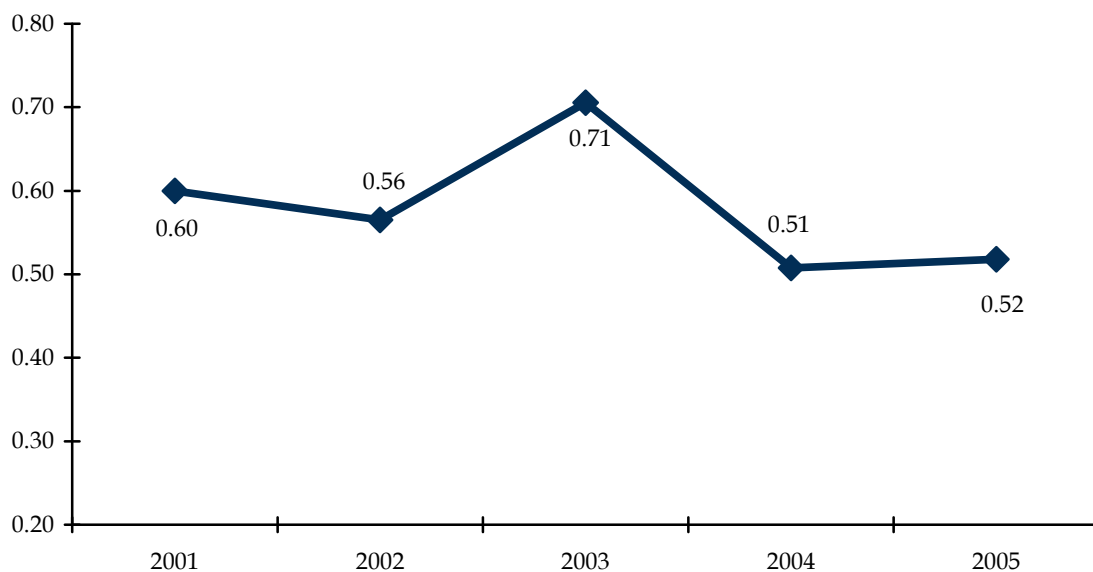


Figure 2.13 Alcohol-Related Fatality Rate
Per 100 Million VMT



^f Data used to produce Figures 2.12 through 2.14 reflect the NHTSA imputed numbers for 2001 to 2005 (2006 data are not yet available).

Figure 2.14 Alcohol-Related Fatality Rate
Per 100,000 Population

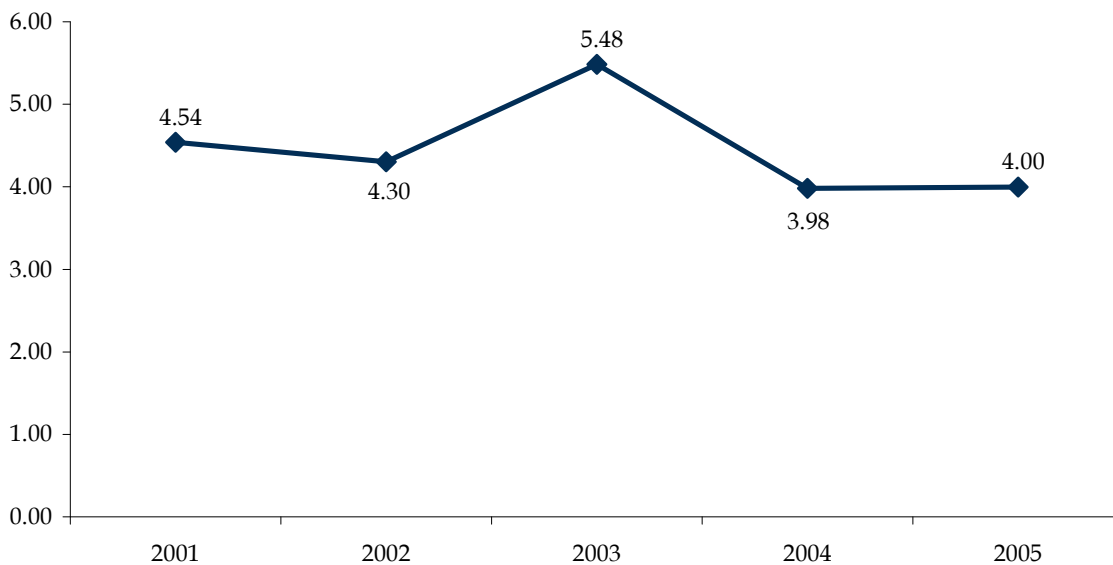


Figure 2.15 Percent of Population Observed Using Safety Belts

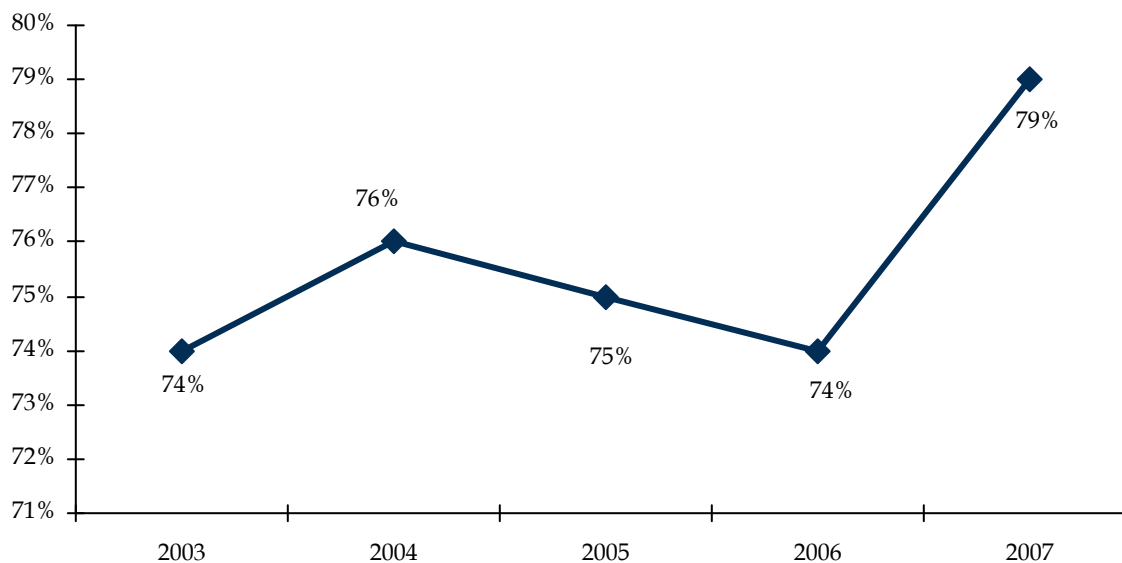


Figure 2.16 Speed Fatalities
Actual

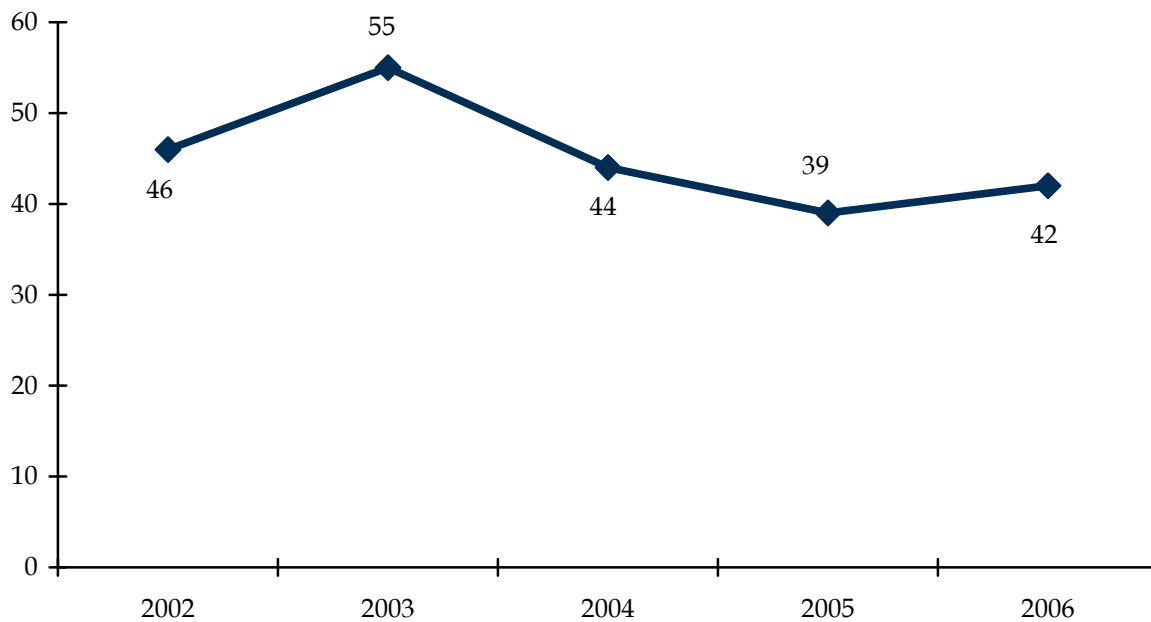


Figure 2.17 Speed Fatality Rate
Per 100 Million VMT

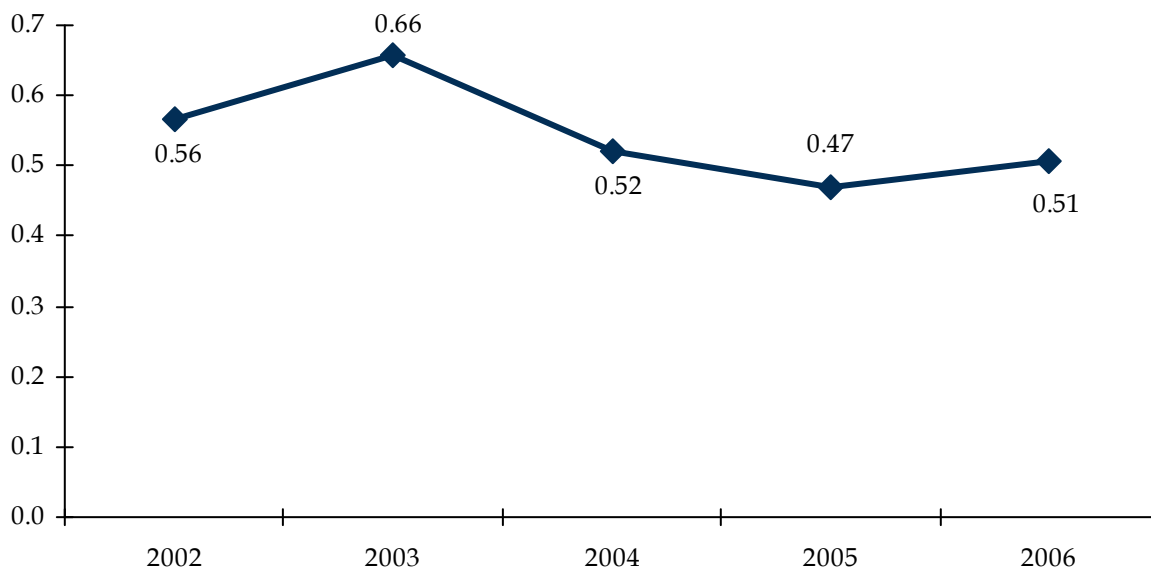


Figure 2.18 Speed Fatality Rate
Per 100,000 Population

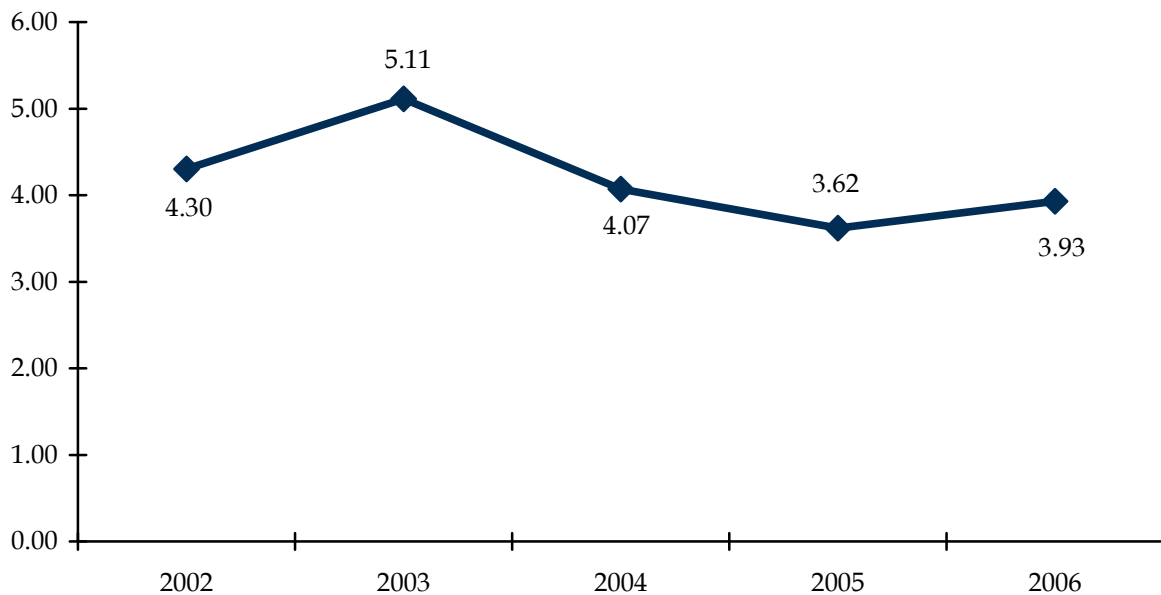


Figure 2.19 Nonmotorist (Pedestrian and Bicyclist) Fatalities
Actual

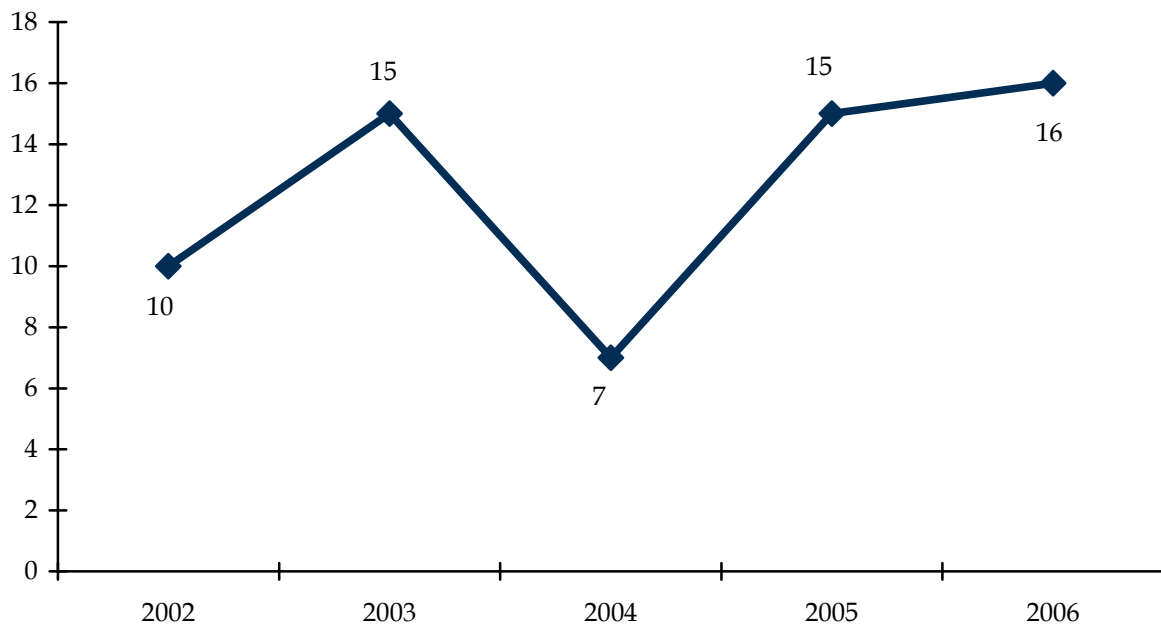


Figure 2.20 Nonmotorist (Pedestrian and Bicyclist) Fatality Rate
Per 100 Million VMT

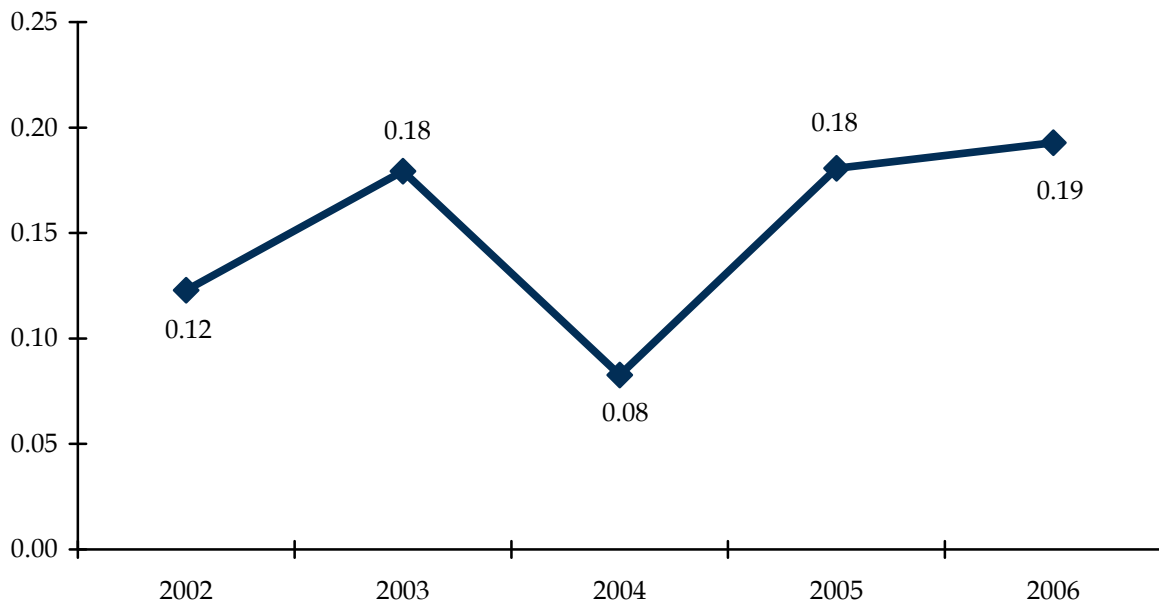


Figure 2.21 Nonmotorist (Pedestrian and Bicyclist) Fatality Rate
Per 100,000 Population

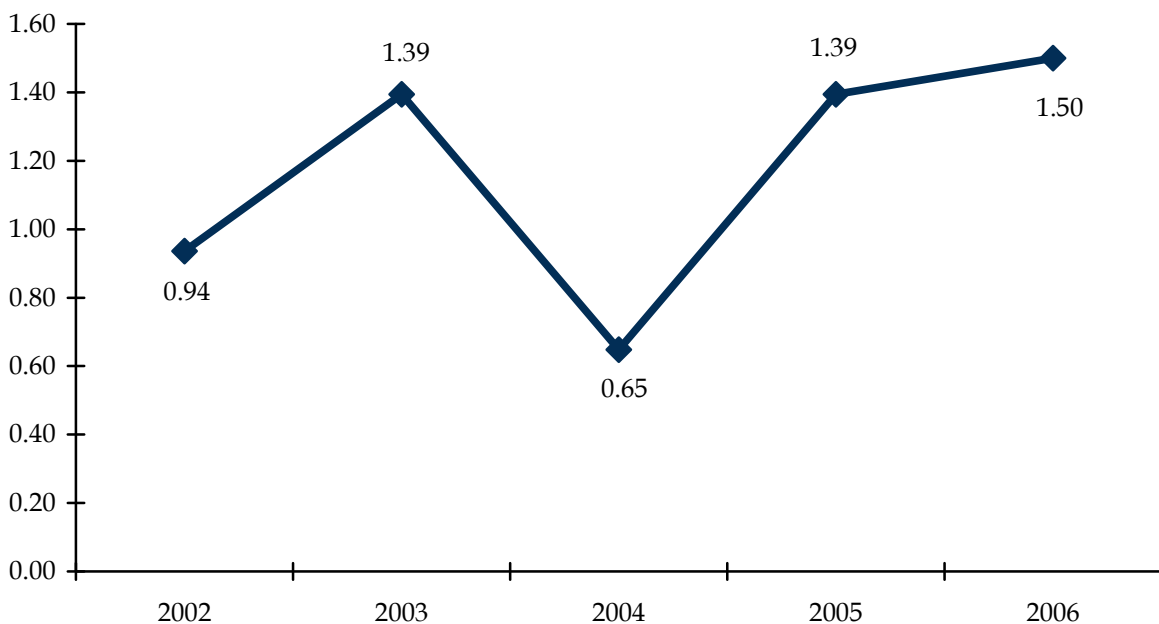


Figure 2.22 Nonmotorist (Pedestrian and Bicyclist) Serious Injuries
Actual

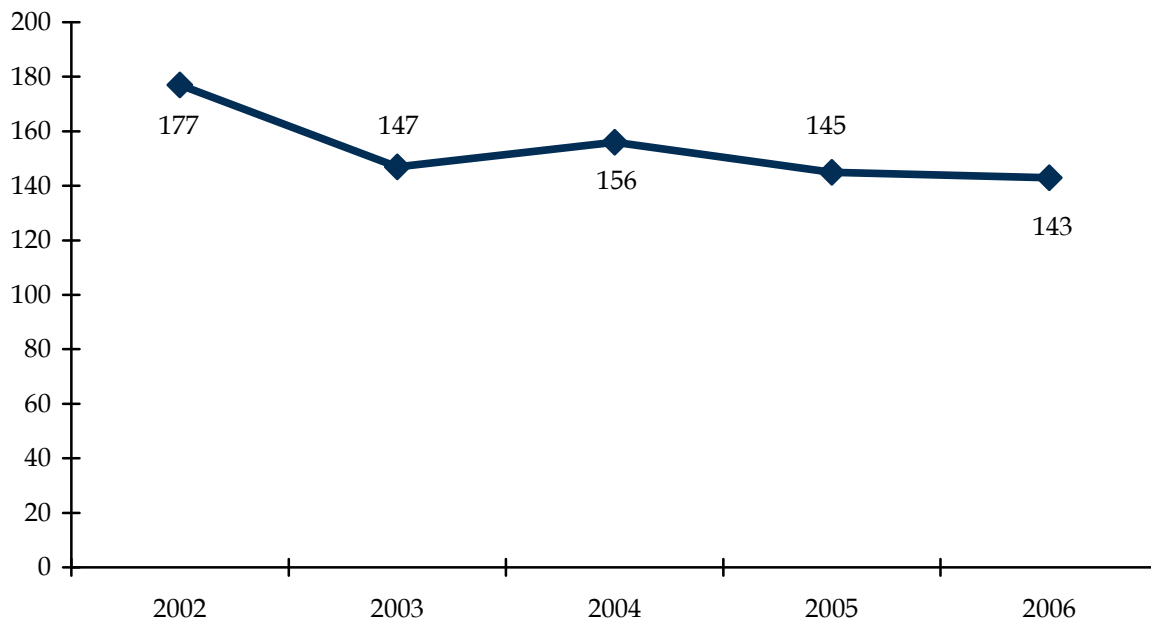


Figure 2.23 Nonmotorist (Pedestrian and Bicyclist) Fatality and Serious Injury Rate
Per 100 Million VMT

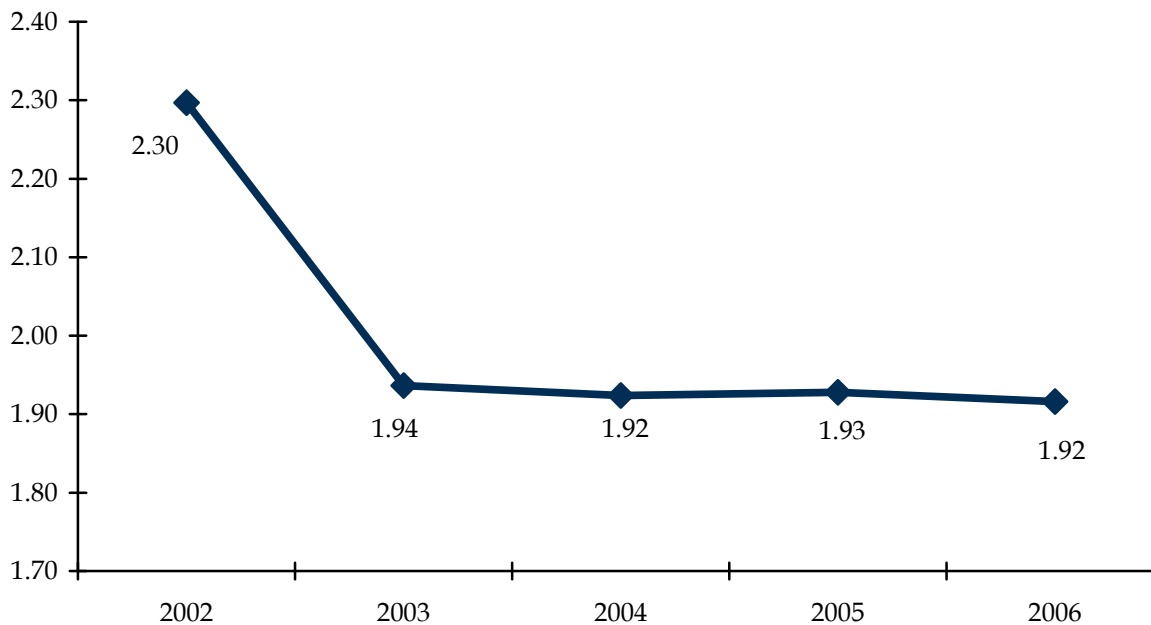


Figure 2.24 Nonmotorist (Pedestrian and Bicyclist) Fatality and Serious Injury Rate
Per 100,000 Population

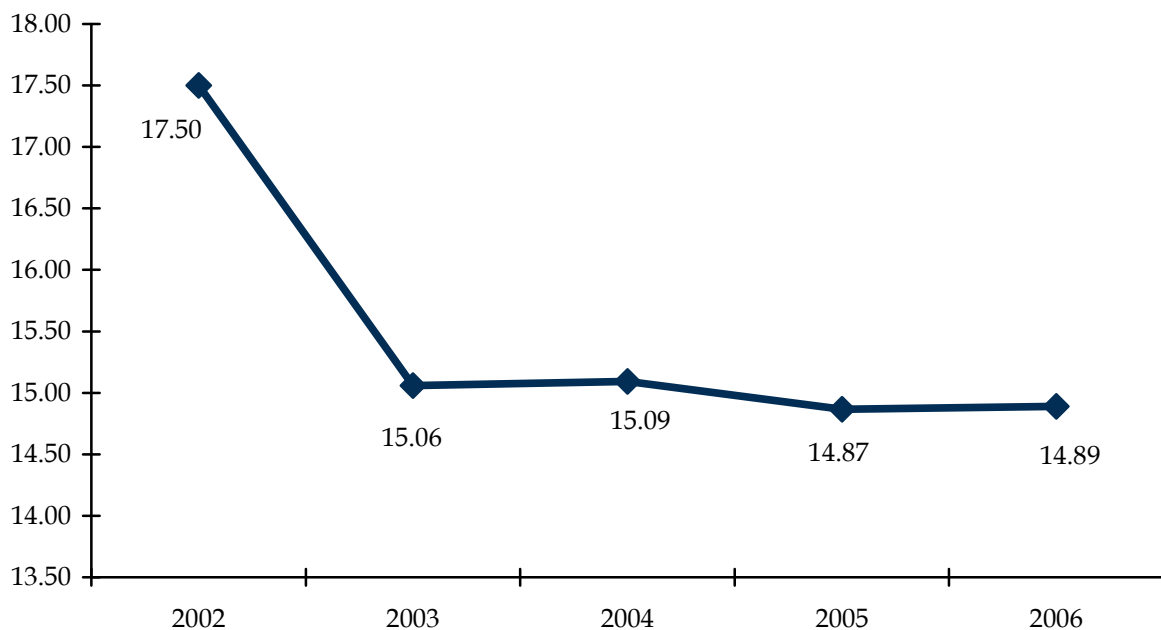


Figure 2.25 Motorcyclist Fatalities
Actual

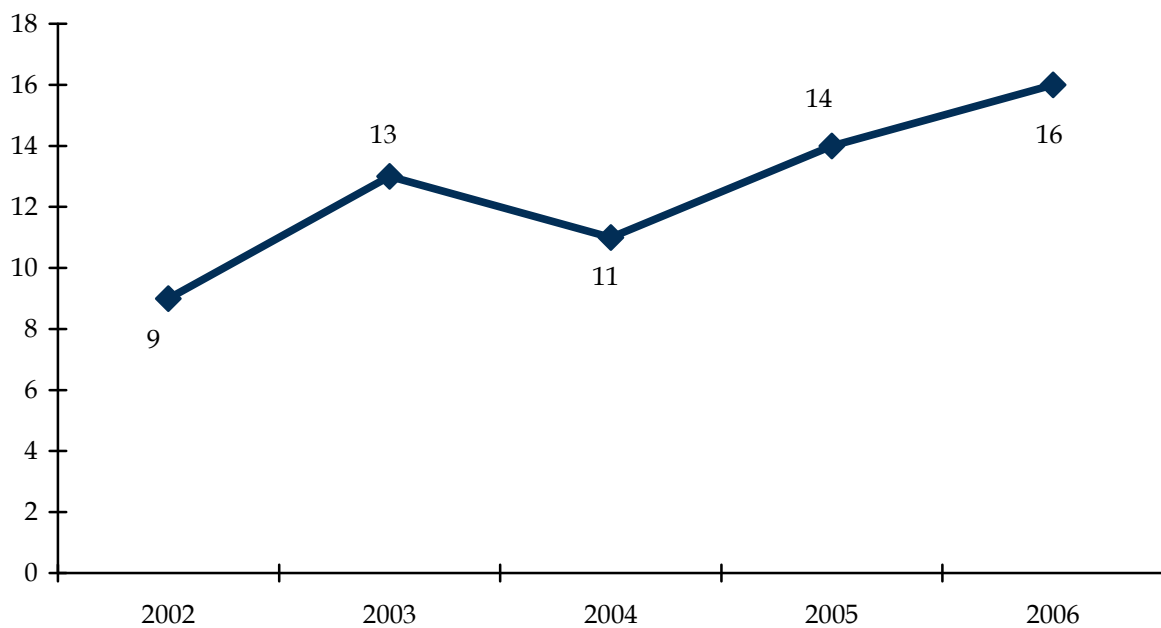


Figure 2.26 Motorcycle Fatality Rate
Per 100 Million VMT

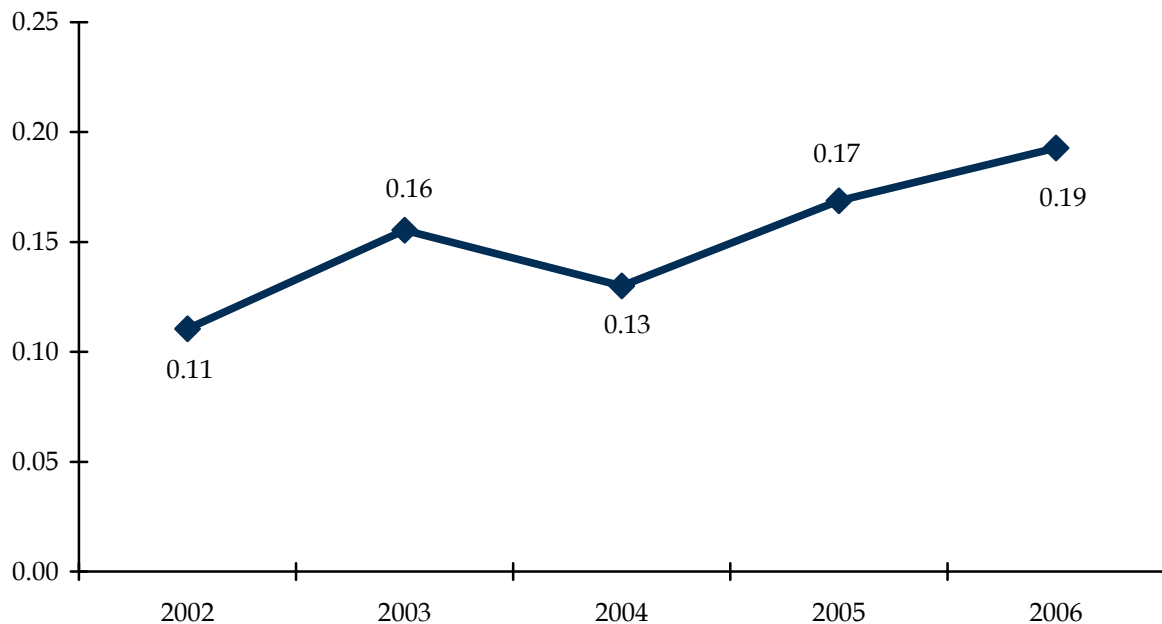


Figure 2.27 Motorcycle Fatality Rate
Per 100,000 Population

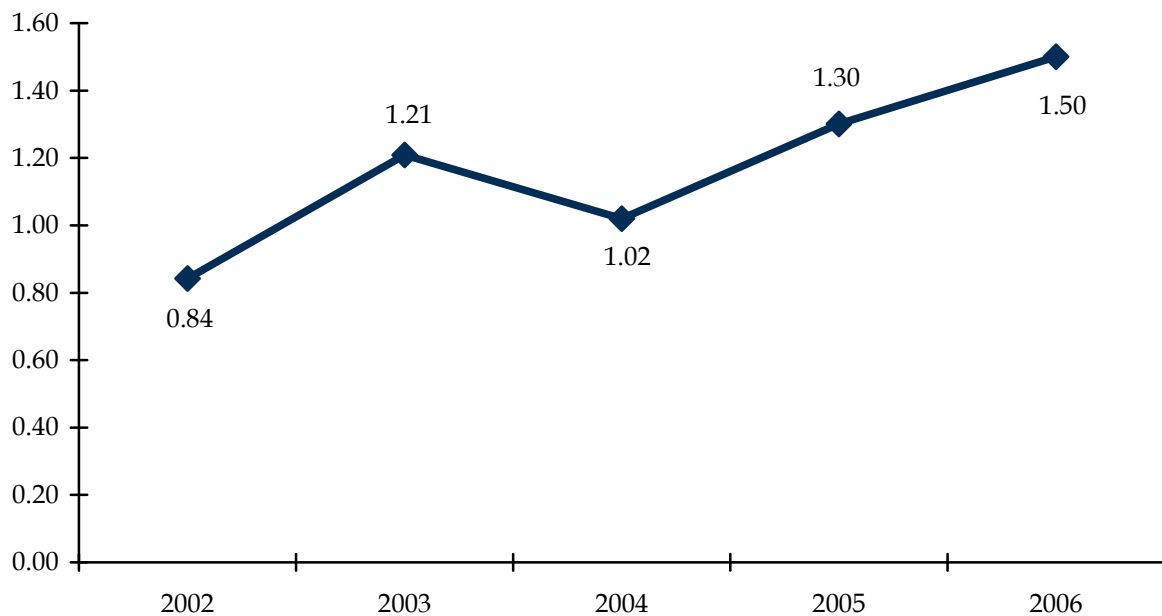


Figure 2.28 Motorcycle Serious Injuries
Actual

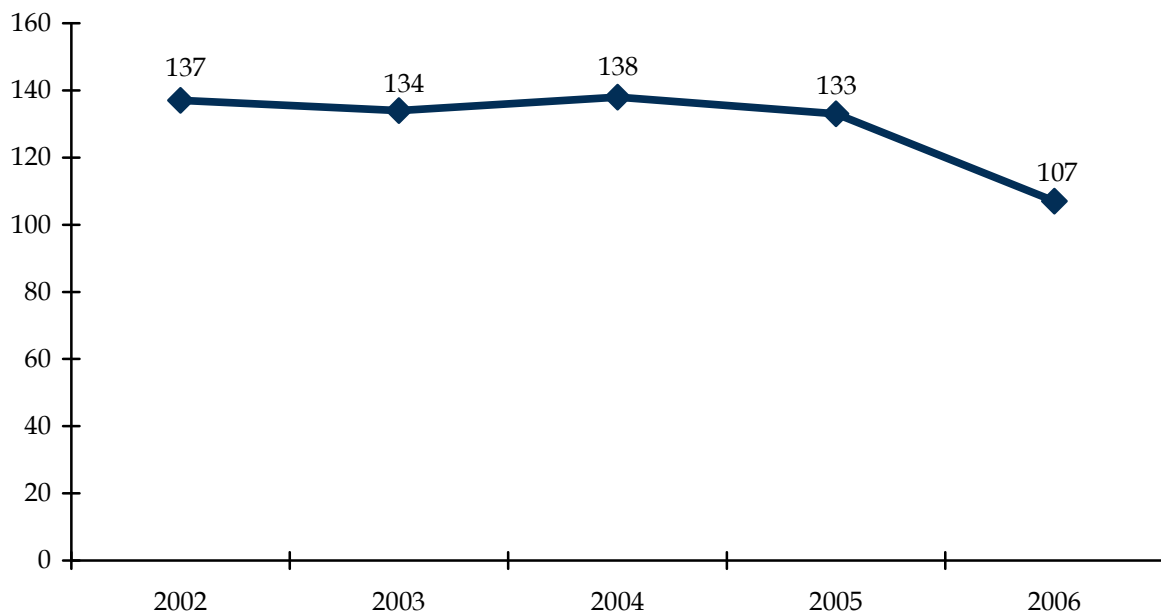


Figure 2.29 Motorcycle Fatality and Serious Injury Rate
Per 100 Million VMT

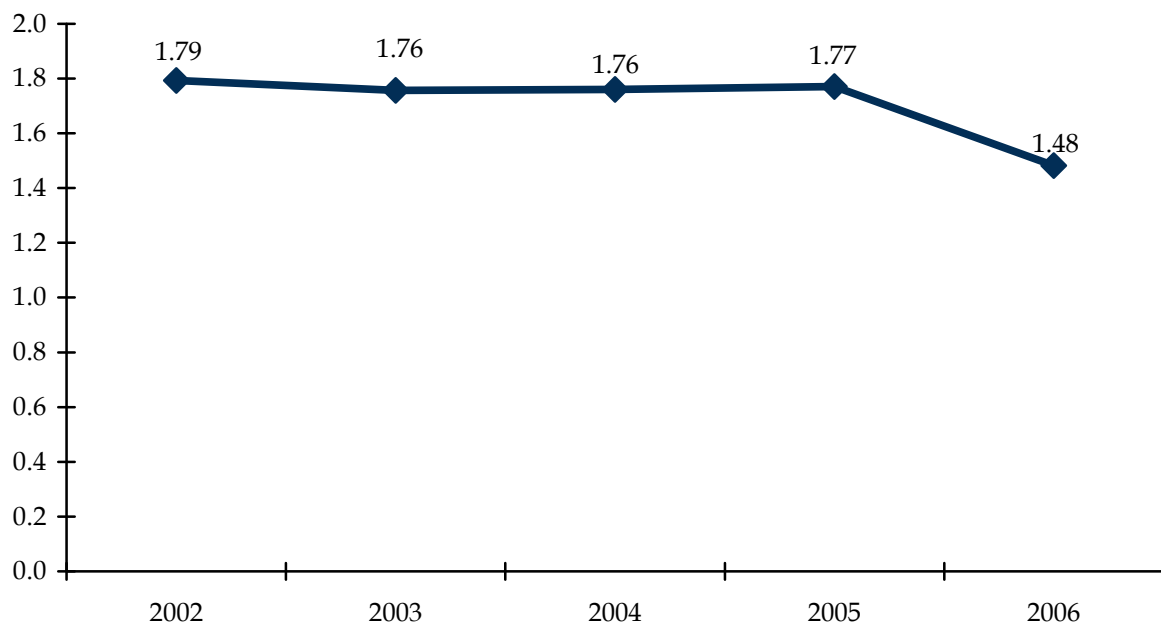


Figure 2.30 Motorcycle Fatality and Serious Injury Rate
Per 100,000 Population

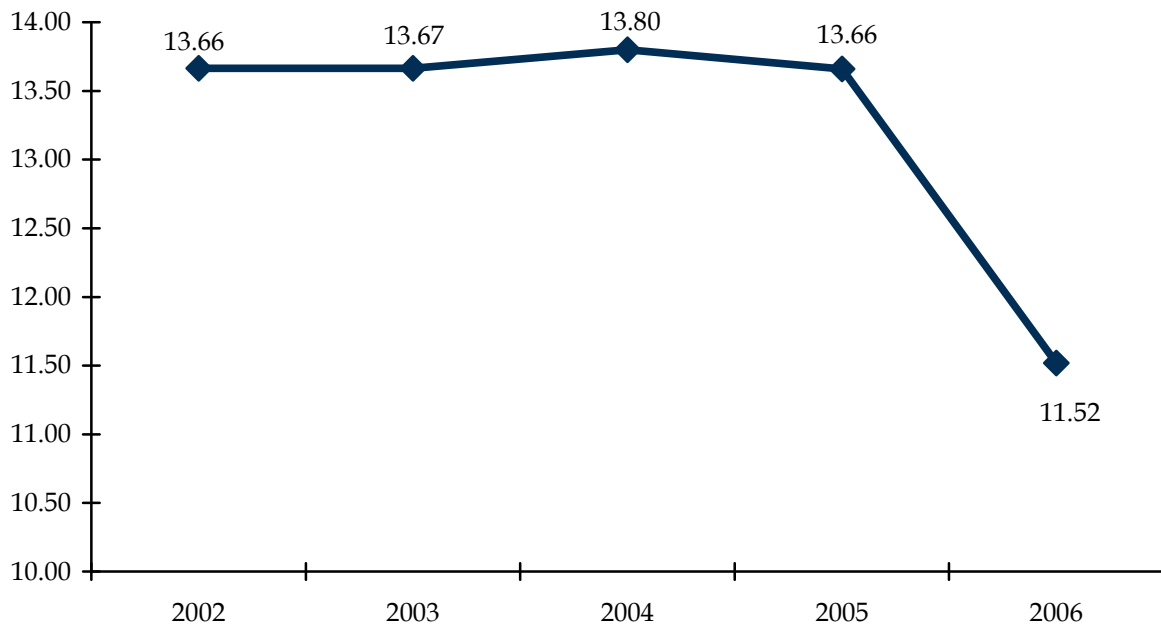


Figure 2.31 Young Drivers (Age 16 to 20) Involved in Fatal Crashes
Actual

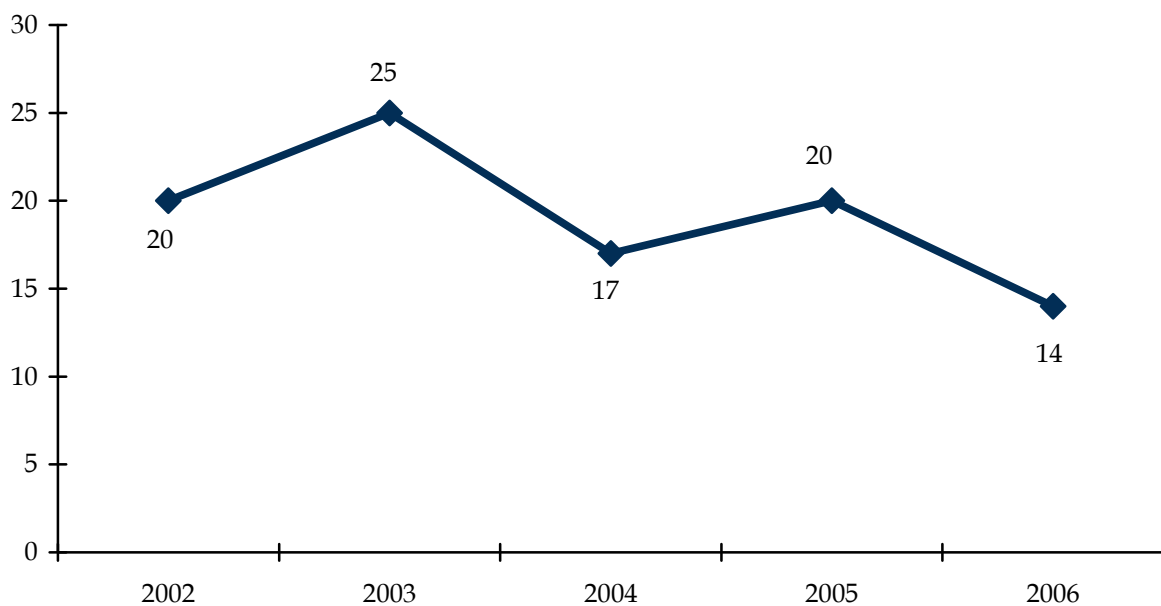


Figure 2.32 Rate of Young Driver Involvement in Fatal Crashes
Per 100 Million VMT

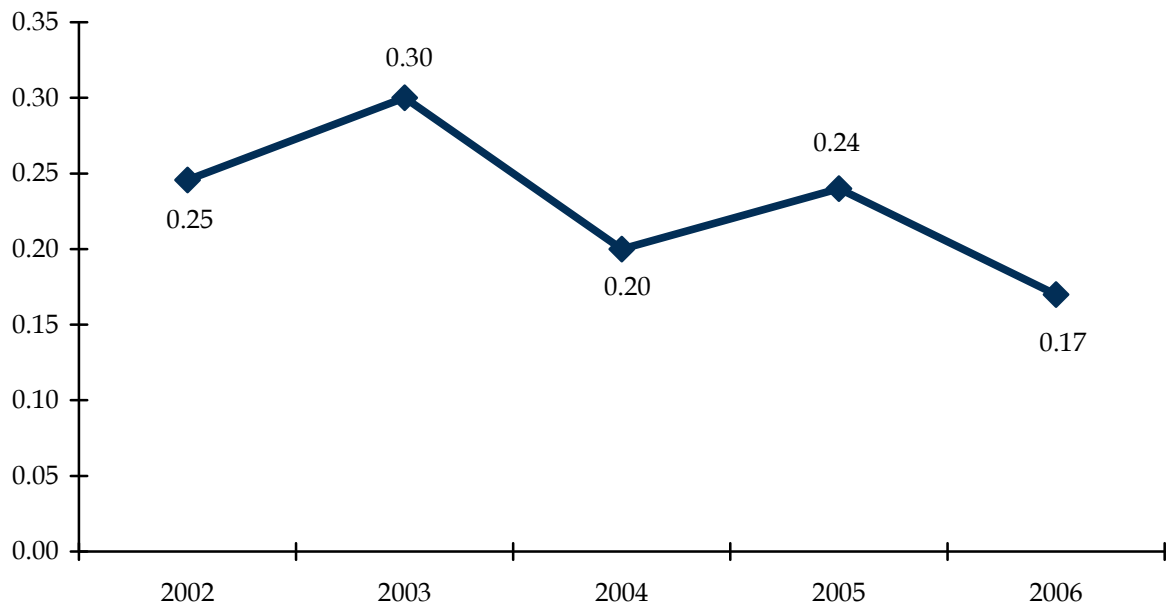


Figure 2.33 Rate of Young Driver Involvement in Fatal Crashes
Per 100,000 Population

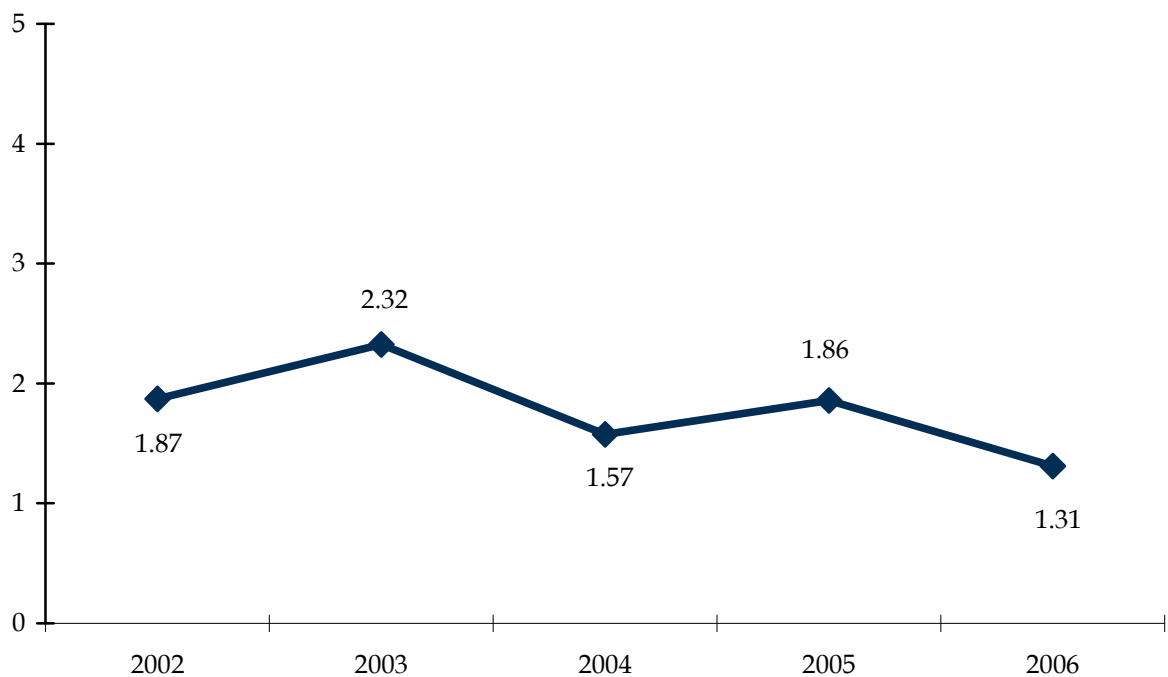


Figure 2.34 Young Driver Involvement in Serious Injury Crashes
Actual

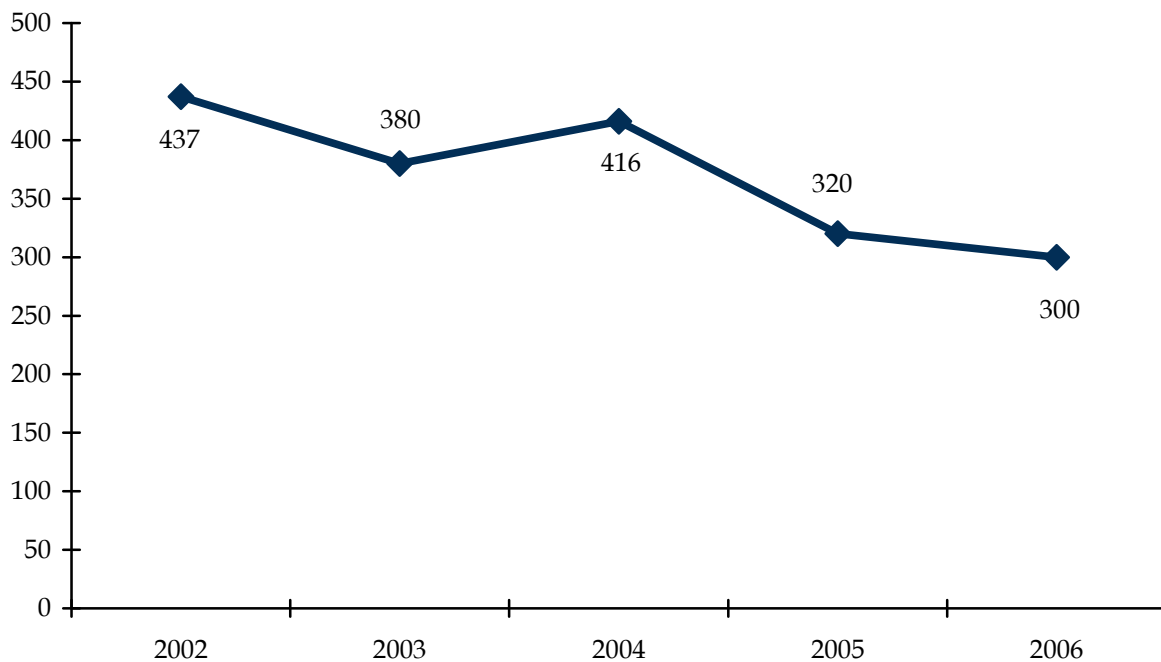


Figure 2.35 Rate of Young Driver Involvement in Fatality and Serious Injury Crashes
Per 100 Million VMT

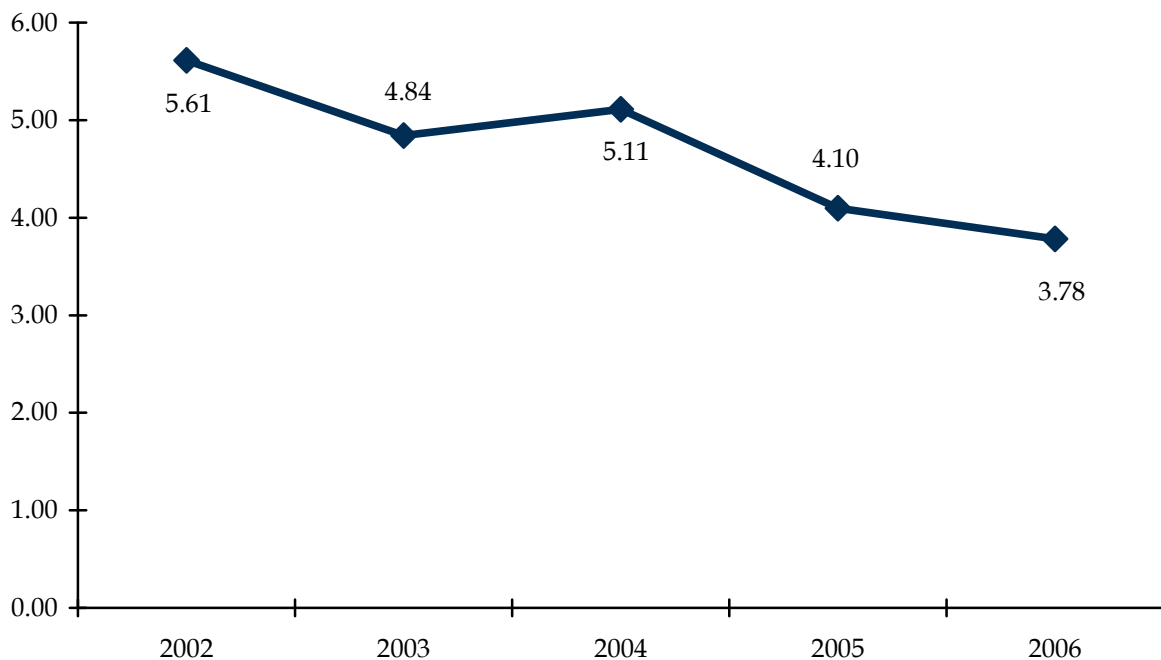
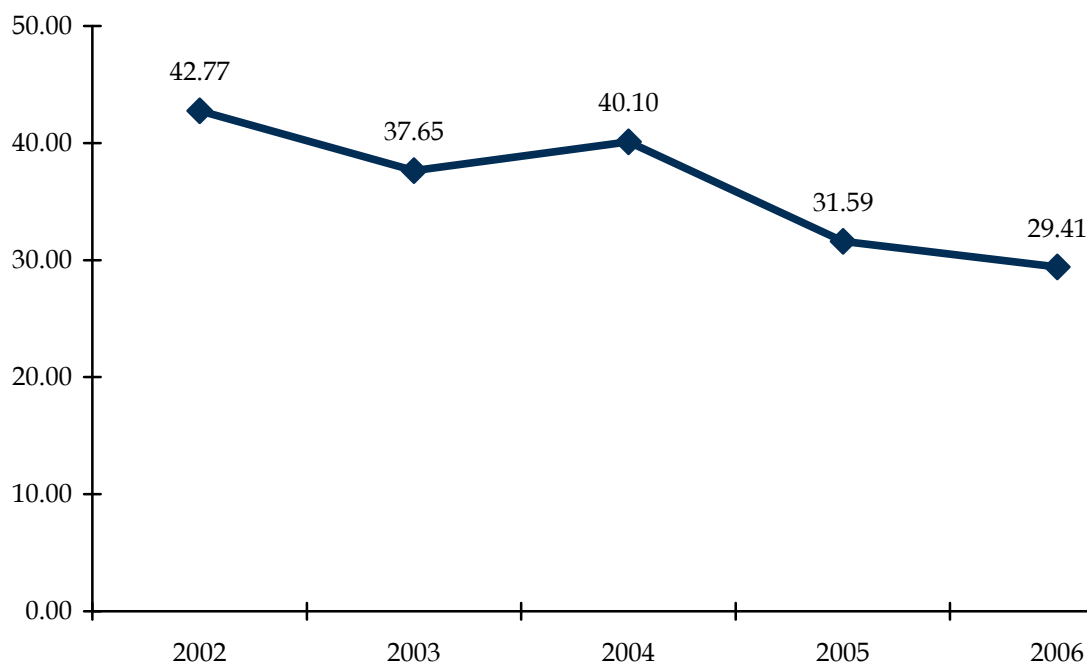


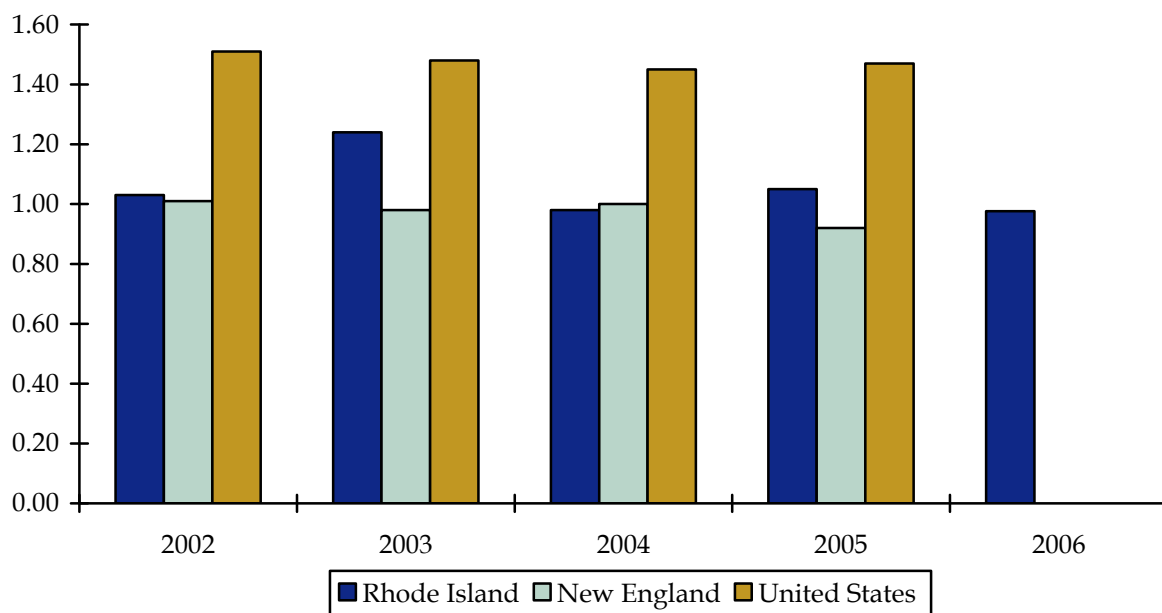
Figure 2.36 Rate of Young Driver Involvement in Fatality and Serious Injury Crashes
Per 100,000 Population



Rhode Island Comparison to New England and United States

As shown in Figure 2.37, Rhode Island has a lower fatality rate (per 100 million VMT) than the United States, but has exceeded the New England region fatality rate at various times throughout the period from 2002 to 2005. As reported by the NHTSA (Table 2.5), Rhode Island exceeds the New England region and United States averages for crashes involving alcohol, speed, and motorcycles and has a higher percentage of unrestrained fatalities. The NHTSA's *Analysis of Fatal Crash Data Rhode Island 2001-2005* report includes additional information regarding state, regional, and national comparisons.

Figure 2.37 Rhode Island, New England, and United States Fatality Rate, 2002 to 2006^a
Per 100 Million VMT



^a New England and United States data are unavailable for 2006.

Table 2.5 Rhode Island, New England, and United States Crash Conditions in 2005

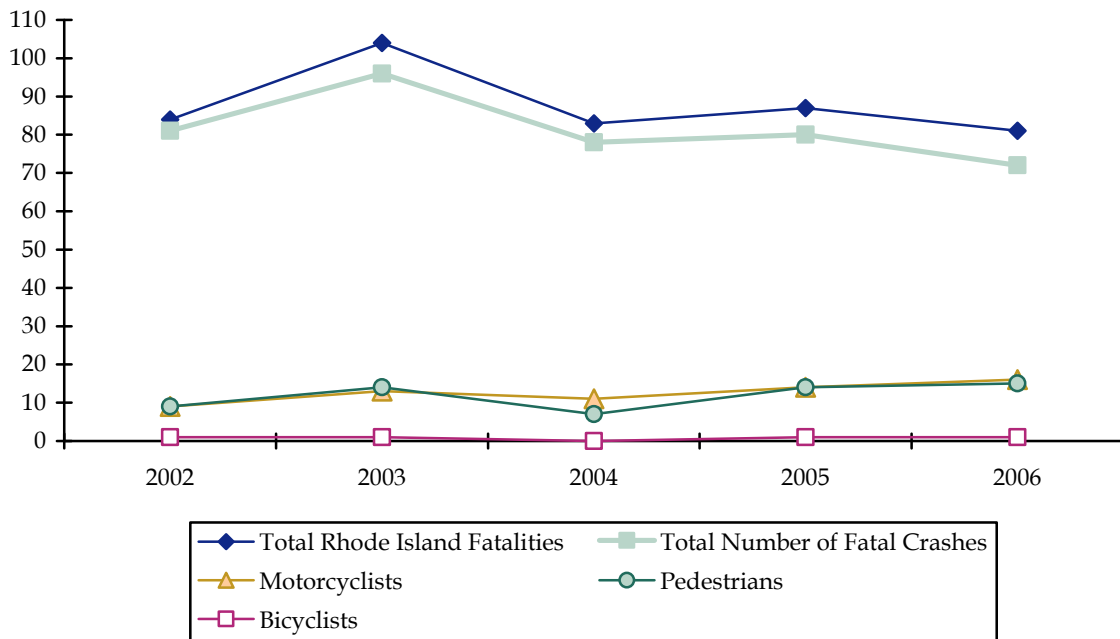
	Without Restraint (Percent of Total Fatalities)	Alcohol-Related ^a	Speed-Related	Motorcycle
Rhode Island	65%	50%	46%	16%
New England	43%	40%	37%	15%
United States	45%	39%	30%	10%

^a NHTSA imputed numbers (versus state reported).

■ 2.2 Rhode Island Highway Safety Problem Areas

Rhode Island traffic deaths are unacceptable, unaffordable, and avoidable. Traffic crashes affect all users of the transportation system, as shown in Figure 2.38. After reviewing these statistics and those documented above (and described in more detail in Section 3.0), the Rhode Island FFY 2008 HSP will focus on multiple highway safety problems, including *impaired driving, occupant protection, speed, motorcycles, young drivers, and other road users, including pedestrians and bicyclists*. Also, the OHS will continue to concentrate on improving the State's *traffic records* through crash data collection and analysis as part of their 408 grant process. As one of 14 states to receive *racial profiling* monies last year, OHS has submitted a second-year application to provide funding to continue developing a multifaceted program to assess the level and/or locations where racial profiling may exist and to implement programs to address the problem and improve community/police relations. The HSP also addresses the agency's *planning and administration* functions.

Figure 2.38 Rhode Island Traffic Deaths
2002 to 2006



Additional Challenges to Highway Safety

Rhode Island has several laws and policies that have a direct impact on specific highway safety initiatives. In addition to the highway safety problem areas identified in this report, Rhode Island faces significant legislative and institutional challenges.

- Rhode Island does not have a primary safety belt law for all occupants nor does it have a helmet law for all motorcycle operators. The OHS is aware that primary law states routinely have higher usage rates than secondary law states; and when secondary states strengthen their laws to primary enforcement, they often see an increase in usage rates by as much as 10 to 15 percent. Changes in the adult safety belt law have been regularly proposed but unsuccessful to date.
- Sobriety checkpoints are banned by judicial ruling in Rhode Island.
- There is no requirement for behind-the-wheel training for novice drivers (only classroom instruction).

Rhode Island, however, has achieved several highway safety legislative and policy-related milestones in recent years.

- On June 28, 2006, Governor Carcieri signed into law legislation doubling the license suspension for a first offense chemical test refusal. In addition, second and subsequent offenses were criminalized; fines, imprisonment, and license suspensions were increased; and community service was required. The intent of the new law is to make the choice of chemical test refusal less attractive and increase BAC data.
- In 2005, Rhode Island added a provision to its graduated drivers licensing (GDL) law limiting provisional license holders to one passenger under age 21 (family members excluded). A cell phone use prohibition for drivers under the age of 18 was added in 2006.
- Rhode Island has a medical fitness provision that allows doctors and other health care personnel to inform the Registry of a medical concern, which then triggers a hearing. License renewals for drivers age 70 or above are for a short term (two years rather than five years).
- As of July 2005, the State's safety belt law for children under the age of 18 is a primary offense.

■ 2.3 Rhode Island Highway Safety Goals

In summary, Table 2.6 identifies the program areas that will be emphasized in Rhode Island's Highway Safety Program, with related goals and performance measures, in FFY 2008. Details of the program are provided in Section 3.0 - Highway Safety Plan.

Table 2.6 Goals and Performance Measures

Program Area	Goals	Performance Measures
Impaired Driving	<ul style="list-style-type: none"> • Reduce the number of alcohol-related fatalities. • Reduce the percentage of fatalities that are alcohol-related. 	<ul style="list-style-type: none"> • Maintain average frequency of Operation Blue RIPTIDE patrols (168 per month in FFY 2006). • Increase total number of DWI charges filed. • Improve recognition of High Visibility Enforcement slogan (1.7% for You Drink & Drive. You Lose. in 2007) and perception of likelihood of being stopped after drinking to excess and driving (50.6% responding “Very Likely” or “Somewhat Likely” in 2006). • Include impaired driving information on RIDOT web site.
Occupant Protection	<ul style="list-style-type: none"> • Increase safety belt use rate. 	<ul style="list-style-type: none"> • Increase: <ul style="list-style-type: none"> - Seat belt use among pickup drivers, as measured by observational study (64.7% in 2007). - Awareness of the “Click It or Ticket” slogan, as measured by a telephone survey (84.3% in 2007). - Perception that persons are likely to be ticketed for not wearing seat belts, as measured by a telephone survey (54.3% in 2007). - Enforcement of seat belt law, as measured by the number of citations for failure to use proper restraints during the national “Click It or Ticket” enforcement mobilization (2,269 in 2007).
Speed	<ul style="list-style-type: none"> • Reduce the role of speeding in highway deaths. 	<ul style="list-style-type: none"> • Decrease the percentage of fatalities that occur in speed-related crashes to 50% (52% was the five-year average). • Increase enforcement, as measured by the number of citations for speeding during Operation Blue RIPTIDE/State Police enforcement mobilizations (11,094 in FFY 2006).

Table 2.6 Goals and Performance Measures (continued)

Program Area	Goals	Performance Measures
Young Drivers	<ul style="list-style-type: none"> • Reduce crash fatalities among young drivers. • Reduce crash injuries among young drivers. 	<ul style="list-style-type: none"> • Maintain average of 2004 and 2005 level of young drivers (18) who are involved in fatal crashes, as measured by the number of drivers in fatal crashes who are 16 to 20 years of age (17 in 2004 and 19 in 2005). • Monitor the number of charges filed for drivers under 18 years of age for DUI (26 in 2006) to determine effectiveness of program. • Implement a minimum of four contacts with parents/care givers to provide information on the role of alcohol and/or primary seat belt use for young drivers. • Distribute GDL informational packet to new young drivers. • Decrease number of young passenger fatalities who are 16 to 20 years of age (seven in 2006).
Motorcycles	<ul style="list-style-type: none"> • Educate the motoring public on “who” the motorcycle rider is. • Develop a Motorcycle Safety and Awareness Coalition. • Increase awareness of motorcycles on the roadways through the use of paid media and messages on Variable Message Signs on all major highways. • Increase the awareness of the negative effects of drinking and riding. • Reduce crashes and fatalities among motorcyclists and their passengers. 	<ul style="list-style-type: none"> • Reduce the number of motorcycle fatalities from 16 in 2006 to 13 in 2008. • Maintain the low percentage of motorcycle fatalities relating to alcohol (25% in 2006). • Hold Motorcycle Safety Day. • Hold quarterly Motorcycle Safety and Awareness Coalition meetings. • Develop Motorcycle Riding Map of the State.
Other Road Users	<ul style="list-style-type: none"> • Reduce the number of fatalities among pedestrians. • Maintain the low number of fatalities among bicyclists. • Maintain the low number of fatalities on school buses. 	<ul style="list-style-type: none"> • Conduct five regional Safety Days throughout the calendar year. • Supplement summer and school break camp activities focusing on safe interactions among pedestrians, bicyclists, and motorists. • Partner with local schools/agencies to participate in their safety programs.

Table 2.6 Goals and Performance Measures (continued)

Program Area	Goals	Performance Measures
Traffic Records	<ul style="list-style-type: none"> • Expand and improve databases on highway safety. • Improve data integration and coordination with highway safety stakeholders. • Complete implementation and deployment of hardware, software, and training to support the electronic collection and transmission of traffic safety information (E-citation, crash form, and race data collection). 	<ul style="list-style-type: none"> • Conduct 10 TRCC meetings in 2008 (eight in 2006). • Increase total number of program partners in 2008 (15 in 2007). • Expand sharing of problem identification data among shareholders, partners, and traffic safety advocates. • Redesign OHS web page to include static FARS information along with OHS reports. • Develop a Traffic Records System Resource Guide and a comprehensive inventory of Highway Safety information sources in the State. • Monitor the NHTSA 408 Grant Management Projects. Amount of funding received will determine the measurable goals set for 2008. • Provide law enforcement with community statistics a month prior to the national “Click It or Ticket” and “You Drink. You Drive. You Lose.” alcohol campaigns. • Increase the timeliness of E-citation data from police, state, and municipal courts from monthly to being posted daily into the system. • Increase the number of law enforcement agencies backfilling data into citations from five (5) to 15.

Table 2.6 Goals and Performance Measures (continued)

Program Area	Goals	Performance Measures
Racial Profiling	<ul style="list-style-type: none"> • Increase data collection, analysis, and distribution of traffic stop data. • Generate programs to enhance law enforcement and minority community involvement and communication to ensure collaborations on highway safety programs while eliminating racial profiling. 	<ul style="list-style-type: none"> • Produce by means of data collection and analysis at least one (1) quarterly comprehensive report, including passenger and driver information, summarizing the traffic stop information from all police departments. • Develop and provide strategic recommendations/ initiatives to eliminate and prevent racial profiling based on data analysis. • Develop programs to foster partnerships to reduce/eliminate racial profiling, while promoting outreach and educational activities with the minority communities and the Rhode Island law enforcement community. • Create a product that will provide an overview of varied approaches to addressing racial profiling for law enforcement agencies that are interested in using this outline. • Implement a Professional Traffic Stop Training program for law enforcement personnel. • Develop culturally appropriate public service announcements, posters, brochures, pamphlets, and related materials to support outreach and educational efforts of all partners.
Planning and Administration	<ul style="list-style-type: none"> • To administer a fiscally responsible, effective highway safety program that targets the State's most significant safety programs in an effort to save lives and reduce serious injuries. 	<ul style="list-style-type: none"> • Coordinate and complete Management Review within timeframe included within Management Review Guidelines. • Implement appropriate Special Management Review recommendations. • Provide testimony on traffic safety-related legislation within the 2008 legislative session. • Deliver the FFY 2007 Annual Program Evaluation by December 31, 2007. • Deliver the FFY 2009 Highway Safety Plan by September 1, 2008. • Fill vacant FARS Analyst position.

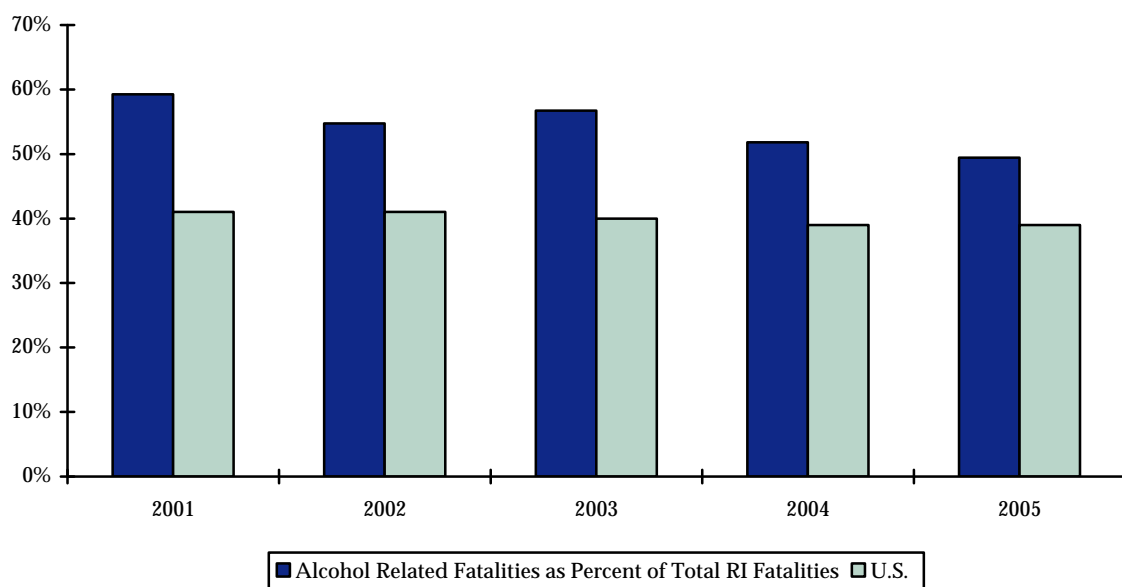
3.0 Highway Safety Plan: Program Areas for FFY 2008

■ 3.1 Impaired Driving

Problem Identification and Analysis

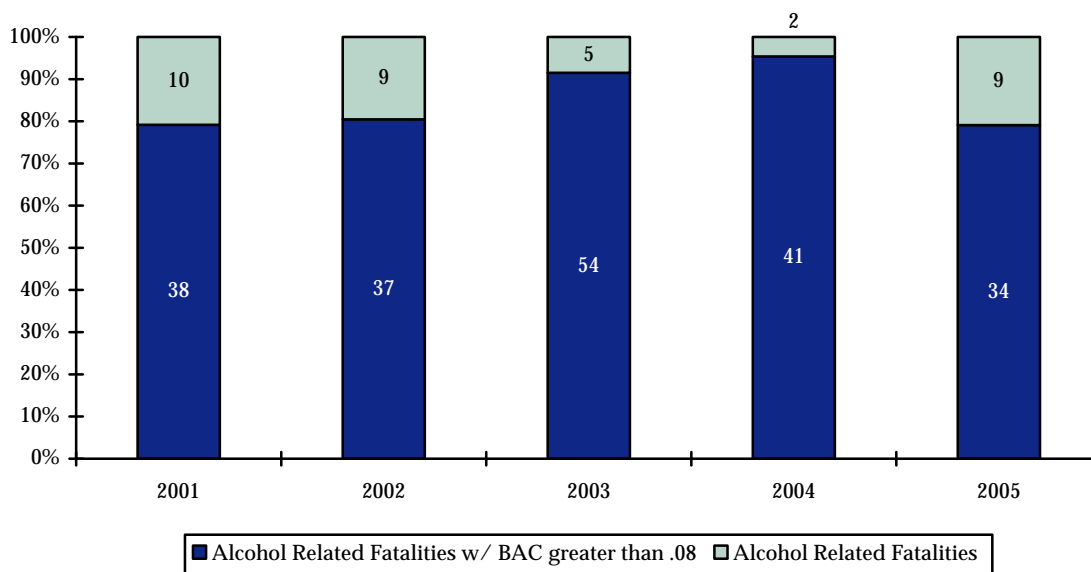
Alcohol impaired driving continues to comprise a large share of Rhode Island's crash fatalities and serious injuries. As shown in Figure 3.1, alcohol involvement in fatal crashes in Rhode Island has exceeded that of the nation for the past five years, resulting in 36 fatalities in 2006 (state reported data for 2006). Based on NHTSA imputed data, from 2001 through 2005 nearly 85 percent of Rhode Island's alcohol-related fatal crashes involved a driver with BAC greater than the legal limit of .08, as shown in Figure 3.2. Despite the fact that alcohol-related fatal crashes are still high, data indicate some progress is being made towards a reduction in this crash type.

Figure 3.1 Alcohol Involvement in Fatalities^a
Rhode Island Compared to the United States



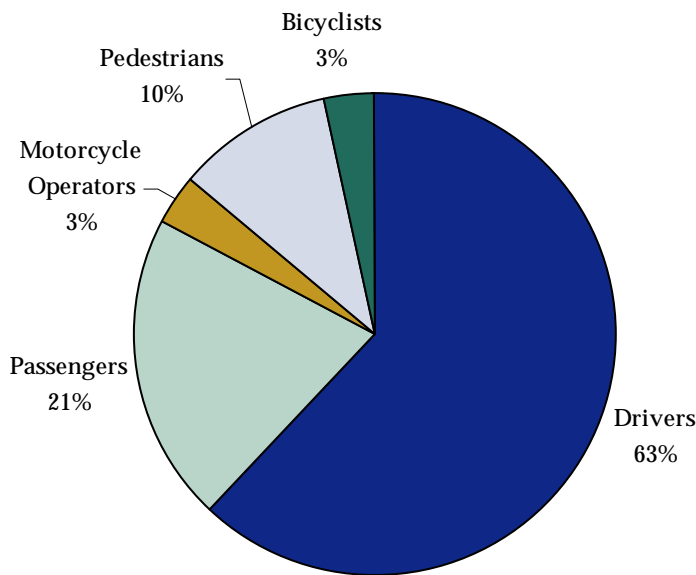
^a Data for Figures 3.1 and 3.2 reflect NHTSA imputed numbers for 2001-2005; 2006 data is not yet available.

Figure 3.2 Alcohol-Related Fatalities with BAC Greater Than .08



As shown in Figure 3.3, impaired driving does not target one specific road user, but affects all users, including pedestrians, bicyclists, and motorcyclists. Detailed analysis regarding offenders' past behavior should be conducted to verify the existence of a repeat offender problem, so that appropriate countermeasures can be identified.

Figure 3.3 Persons Killed in Crashes Involving BAC Greater Than .08 2005



Source: Rhode Island Office on Highway Safety, FARS.

Based on NHTSA imputed data, from 2001 to 2005, the majority of alcohol-related crashes in Rhode Island occurred in July and May, on Saturdays and Sundays, and between the hours of 9:00 p.m. and 3:00 a.m. Of the 19 drivers with BAC at or above .01, 31.5 percent of the drivers were age 21 to 24 and another 31.5 percent were age 45 to 54. Motorcycle operators made up 36.8 percent of those drivers with BAC at or above .01.

Several state laws and policies impact how the State is able to identify, enforce, and report on impaired driving.

- In July 2003, Rhode Island enacted a law making it a crime for anyone to operate a motor vehicle with a BAC of .08 or above. For young drivers, a BAC level of .02 results in license suspension until the age of 21.
- Sobriety checkpoints are constitutionally banned in Rhode Island.
- A police officer may or may not indicate suspicion of alcohol involvement in a crash report.
- BAC is only regularly released for persons who are killed in a crash, and even in fatal crashes, the BAC for a surviving driver may remain unknown.
- Prior to June 28, 2006, refusing a chemical test carried a lower penalty than Driving Under the Influence (DUI), and citations for chemical test refusal continued to increase. The significant number of refusals severely limited the availability of BAC data, impeding proper problem identification. On June 28, 2006, Governor Carcieri signed into law legislation doubling the license suspension for a first offense refusal. Additionally, second and subsequent offenses were criminalized; fines, imprisonment, and license suspensions were increased; and community service was required. The intent of the new law is to make the choice of chemical test refusal less attractive and increase BAC data. To accurately measure the impact of the law, multiple years of data will need to be analyzed.

In 2006, 101 drivers were involved in fatal crashes. This group consisted of 79 males and 22 females ages 16 to 92 and included 15 motorcycle operators. Table 3.1 describes the BAC test results for these drivers.

Table 3.1 BAC Test Results for Drivers Involved in Fatal Crashes
2006

	Male	Female	Total Drivers
Refused test	1	0	1
Not tested	28	11	39
Tested/results unknown	4	1	5
Unknown (CDL)	7	0	7
Unknown (MA)	2	0	2
Tested/BAC 0.00	20	8	28
BAC 0.01-0.07	4	0	4
BAC 0.08-0.09	0	0	0
BAC 0.10-0.14	4	0	4
BAC 0.15-0.19	3	0	3
BAC 0.20+	6	2	8

Goals

- Reduce the number of alcohol-related fatalities.
- Reduce the percentage of fatalities that are alcohol-related.

Objectives

1. Reduce by 2.8 percent the number of crash fatalities with a known BAC of .01 or higher, from 36 in 2006 to 35 in 2008 (three-year average is 36).
2. Reduce by 5.3 percent the number of drivers involved in fatal crashes with a known BAC of .01 or higher; from 19 in 2006 to 18 in 2008 (three-year average is 23).
3. Reduce by 6.7 percent the number of drivers involved in fatal crashes who were legally intoxicated (known BAC of .08 or higher,) from 15 in 2006 to 14 in 2008 (three-year average is 20).
4. Reduce by two points the percent of all motorcycle operator crash fatalities with a known BAC of .01 or higher, from 43.5 percent (2001 to 2005 average) to 35 percent in 2008.

Strategic Partners

OHS will expand working relationships with those involved in the arrest, prosecution, and adjudication of impaired drivers. A well-trained police force can identify and arrest impaired drivers before they injure themselves or others. The Rhode Island Municipal Police Academy will support the OHS in expanding the number of Standardized Field Sobriety Testing (SFST) and Drug Recognition Expert (DRE) trained local law enforcement personnel.



These OHS initiatives complement the activities of other partners, such as Mothers Against Drunk Driving (MADD) and Students Against Destructive Decisions (SADD), the Department of Mental Health, Retardation, and Hospitals (MHRH) Division of Behavioral Health Care Services Enforcing the Underage Drinking Laws Advisory Committee, Substance Abuse Task Forces, the Department of Health and its Injury Prevention Plan, Rhode Island State Police, Rhode Island Police Chiefs Association, AAA, the Attorney General's Office, and the Civil Rights Roundtable.

Strategies

1. Expand impaired driving resources for state and local law enforcement agencies by:
 - Conducting High Visibility Enforcement (HVE) Mobilizations and monthly sustained DUI enforcement programs, supported by participation in the International Association of Chiefs of Police “Law Enforcement Challenge” Award Program;
 - Offering SFST and SFST refresher training courses; and
 - Supporting LEL management of Operation Blue RIPTIDE, outreach to police chiefs, and traffic safety training.
2. Expand media messages, including participation in national HVE Mobilizations by:
 - Conducting HVE Media Campaign;
 - Implementing coordinated paid and earned media plan with summer program messaging (“100 Days of Summer”);
 - Promoting public awareness of regional saturation patrols under Operation Blue RIPTIDE;
 - Promoting the State Police DUI Hot line (*77); and
 - Developing culturally appropriate messages and expanding minority outreach efforts.
3. Integrate youth programs to prevent underage drinking.

4. Improve collection and analysis of impaired driving data on highway safety in Rhode Island by:
 - Increasing the quantity of BAC data in the FARS and EARS files;
 - Improving the quality and coordination of alcohol-related databases; and
 - Working with TRSP to evaluate the impact of Rhode Island’s new breath test refusal law on refusal and DUI arrest rates.
5. Fund 50 percent of the salary of a TSRP within the Attorney General’s Office.
6. Continue to work with the Community College of Rhode Island (CCRI) to improve the curriculum of the “DUI School,” to which offenders with alcohol-related offenses are sentenced.
7. Include program management and oversight for all activities within this priority area.

Performance Measures

- Maintain average frequency of Operation Blue RIPTIDE patrols (168 per month in FFY 2006).
- Increase total number of DWI Charges Filed.
- Improve recognition of HVE slogan (1.7 percent for You Drink & Drive. You Lose. in 2007) and perception of likelihood of being stopped after drinking to excess and driving (50.6 percent responding “Very Likely” or “Somewhat Likely” in 2006).
- Include impaired driving information on RIDOT web site.

■ 3.2 Occupant Protection

Problem Identification and Analysis

As shown in Figure 3.4, the percent of observed seat belt use increased from 74 percent in 2006 to 79 percent in 2007. While this was a major increase, Rhode Island remains below the nation for restraint use. Nonrestraint use in serious injury crashes has decreased each year from 2002 to 2006 (shown below in Figure 3.5); however, the percent of unrestrained fatalities rose significantly from 64 percent in 2005 to 74 percent in 2006. Details regarding restraint system use and non-use for Rhode Island fatal crash victims are provided in Table 3.2.

Figure 3.4 Observed Seat Belt Use Rate
Rhode Island and Nationwide

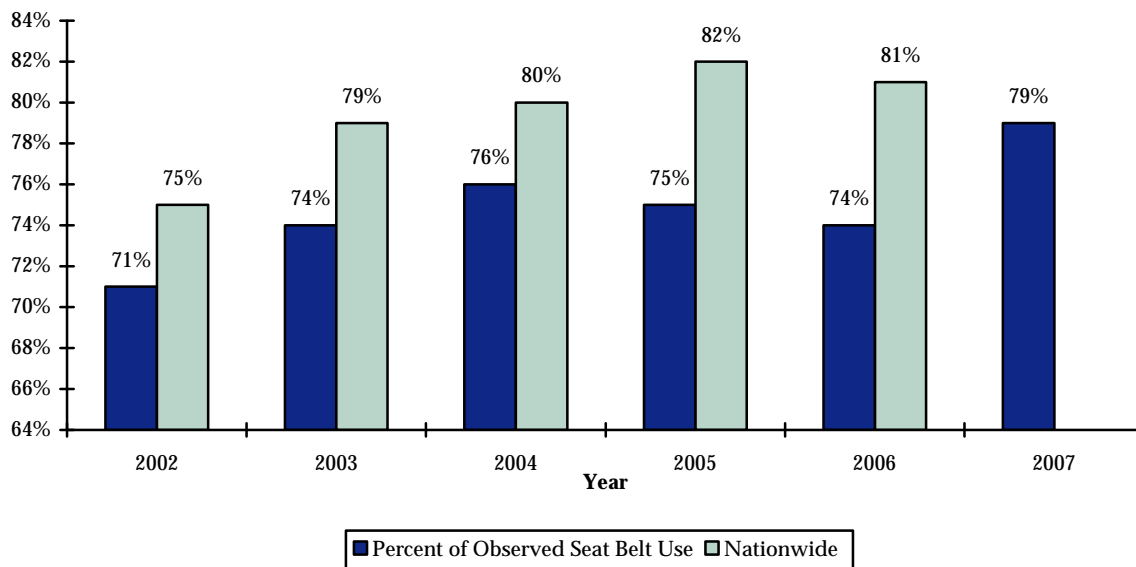


Figure 3.5 Restraint Non-Use for Rhode Island Fatalities and Serious Injuries

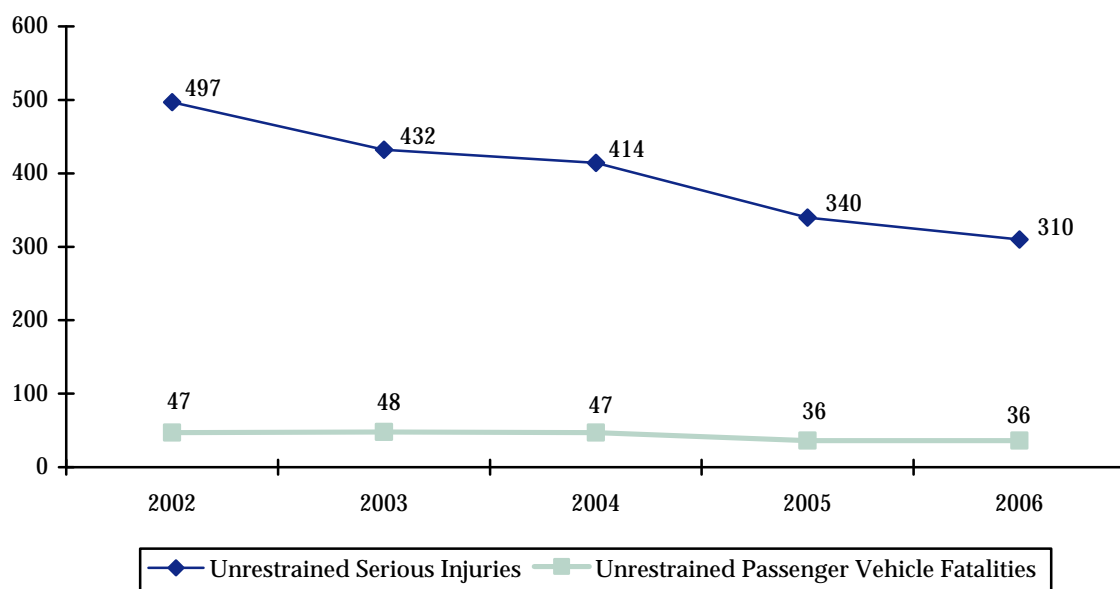
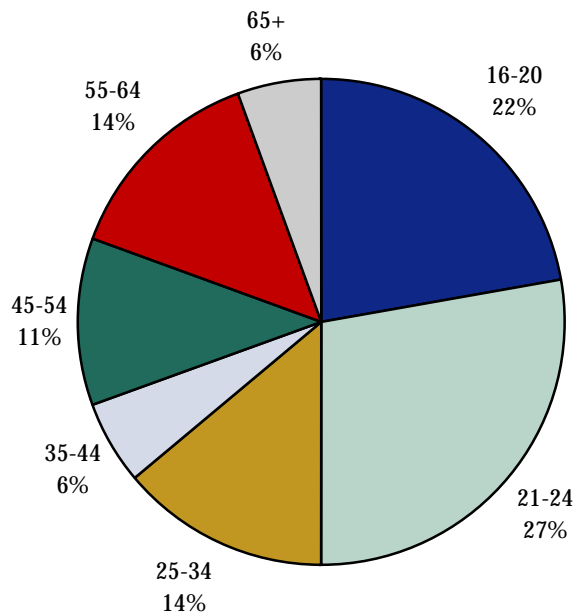


Table 3.2 Fatalities by Restraint System Use and Non-Use
2006

	Driver	Passenger	Unknown	Total
None used	25	11	0	36
Shoulder belt	1	0	0	1
Lap belt	0	0	0	0
Lap and shoulder belt	7	5	0	12
Child safety seat	0	0	0	0
Type unknown or other	0	0	0	0
Not coded	0	0	0	0
Total	33	16	0	49

Figure 3.6 illustrates unrestrained fatalities by age group in 2006. The age groups with the greatest percentage of nonrestraint use were 21-24 year olds and 16-20 year olds.

Figure 3.6 Age of Fatality, Restraint Non-Use
2006



Goals

- Increase safety belt use rate.

Objectives

1. Increase by 2.9 points the percent of front seat vehicle occupants who are observed to be using seat belts, from 79.1 percent in 2006 to 82 percent in 2007.
2. Reduce by 2.6 points the percent of crash fatalities who were known to be not wearing a seat belt, from 73.5 percent in 2006 to 70.9 percent in 2008 (three-year average).

Strategic Partners

Currently, the OHS works primarily with 38 state and local law enforcement agencies that are partners for national traffic safety initiatives to increase safety belt use. OHS will be expanding this network to include:

- A school-based network to promote safety belt use, with a focus on teens; and
- A community-based network to promote safety belt use by establishing connections with local organizations, senior centers, and religious leaders.

Strategies

1. Increase awareness among drivers that Rhode Island law requires all drivers and passengers to wear safety belts, and increase the perception of Rhode Island drivers that an adult who is not wearing a safety belt will be cited by police:
 - Conduct at least one “Click It or Ticket” Media Campaign;
 - Conduct at least one “Click It or Ticket” Enforcement Campaign (May 19 to June 1, 2008); and
 - Maintain aggressive sports-marketing campaign.
2. In media and education programs, address at-risk communities (males, pickup drivers, crash-prone jurisdictions, and low belt-use rate communities) and minority communities:
 - Conduct “Click It or Ticket” Media Campaign, including a special component for pickup truck drivers and passengers;



- Conduct “Click It or Ticket” Enforcement Campaign to again include a one-week enforcement mobilization from November 19 to 25, 2007;
 - Continue “Click It or Ticket” Media Campaign;
 - Deploy a Rollover Simulator to demonstrate the value of seat belt use;
 - Initiate community-based outreach to at-risk populations; and
 - Develop culturally appropriate messages to expand minority outreach efforts.
3. Encourage the use of appropriate child passenger safety (CPS) restraint systems among children under eight years of age:
- Conduct CPS clinics throughout the State;
 - Conduct at least one nationally certified CPS Technician training on the use of child restraint devices; and
 - Increase public awareness of the booster seat law that requires use of child restraints up to age seven.
4. Provide decision-makers within the legislature and the minority communities information on the value of a primary seat belt law.
5. Collect and analyze Rhode Island occupant protection data:
- Conduct the annual observation and telephone surveys of occupant protection use.
6. Consider recommendations of Special Management Review.
7. Include program management and oversight for all activities within this priority area.

Performance Measures

- Increase:
 - Seat belt use among pickup drivers, as measured by observational study (64.7 percent in 2007);
 - Awareness of the “Click It or Ticket” slogan, as measured by a telephone survey (84.3 percent in 2007); and
 - Perception that persons are likely to be ticketed for not wearing seat belts, as measured by a telephone survey (54.3 percent in 2007).
- Enforcement of seat belt law, as measured by the number of citations for failure to use proper restraints during the national “Click It or Ticket” enforcement mobilization (2,269 in 2007).

■ 3.3 Speed

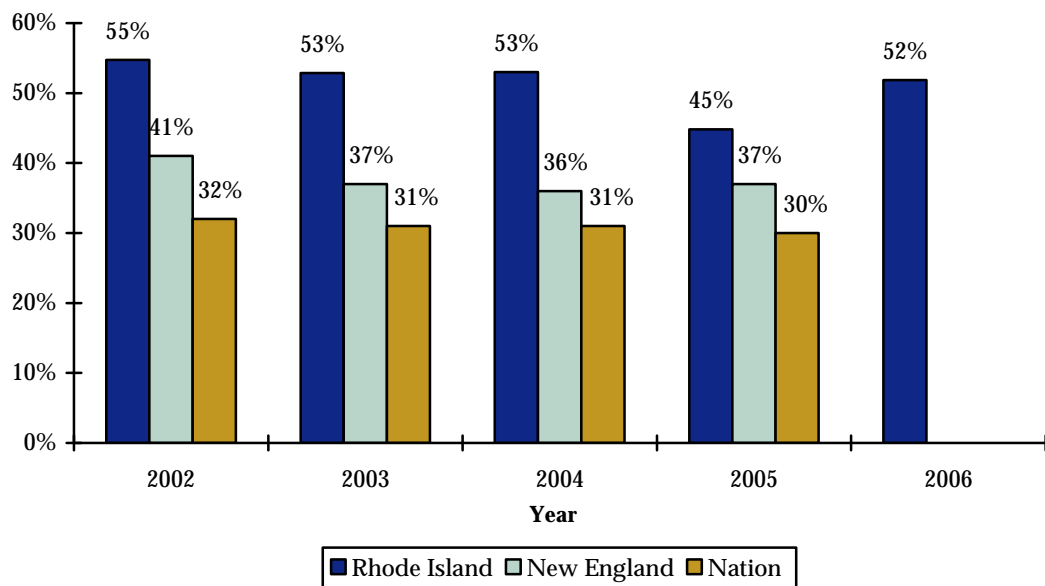
Problem Identification and Analysis

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

Crashes related to speeding continue to be a problem in Rhode Island. Prior to this past year, the Rhode Island Standard Crash Report form did not record speed violations. In an effort to provide more reliable data, the new form includes information on speed violations. The transition to this new format will be fully implemented within the next five months thereby allowing law enforcement the opportunity to more properly document vehicle crashes related to speed. This will greatly assist in identifying the problems and developing improvements at locations where speed crashes might be more prevalent.

Speed was a likely factor in over half of all fatalities in 2006 in the State. From 2001 to 2005, speeding-related fatal crashes in Rhode Island most frequently occurred in July, June, and August; on weekend days; and between the hours of 3:00 p.m. and 9:00 p.m. As shown in Figure 3.7, Rhode Island has exceeded the national and New England regional percentages for speed-related fatalities.

Figure 3.7 Percent of Fatalities Resulting from Crashes Involving Speeding
Rhode Island, New England, and U.S.



As reported by NHTSA and shown in Table 3.3, Rhode Island exceeded New England and the nation for drivers involved in fatal crashes with previous speeding convictions during the period from 2001 through 2005. During this period, nearly 26 percent of the drivers who were involved in fatal crashes in Rhode Island and who had a prior record of speeding convictions were 21 to 24 years of age. Drivers in the youngest age group (16 to 20 years of age) accounted for 22.7 percent of those in fatal crashes with a prior speeding conviction in Rhode Island, compared to 19 percent in the region and 15 percent in the nation. Drivers aged 25 to 34 ranked a close third (22 percent) in this category. By comparison, 25- to 34-year-old drivers with prior speeding violations before involvement in a fatal crash comprised the largest percentage in the region (26 percent) and nationwide (25 percent). As it was in the region and the nation as a whole, the drivers within this category were predominantly male (80 percent).

Table 3.3 Drivers Involved in Fatal Crashes with Previous Speeding Convictions
By Age Group and Gender (2001-2005)

Age Group	Rhode Island		New England	U.S.	Rhode Island				New England	U.S.
	N	Percent	N=1,830	N=58,048	Females		Males		Percent Male	Percent Male
16-20	30	22.7%	18.7%	14.9%	6	20.0%	24	80.0%	76.0%	78.8%
21-24	34	25.8%	21.1%	18.5%	8	23.5%	26	76.5%	81.9%	81.2%
25-34	29	22.0%	26.7%	25.3%	3	10.3%	26	89.7%	84.0%	79.7%
35-44	25	18.9%	17.9%	19.4%	6	24.0%	19	76.0%	76.8%	79.0%
45-54	8	6.1%	9.6%	12.4%	2	25.0%	6	75.0%	78.9%	81.1%
55-64	4	3.0%	4.2%	6.0%	2	50.0%	2	50.0%	78.9%	81.3%
65+	2	1.5%	1.9%	3.6%	0	0.0%	2	100.0%	88.2%	81.5%
Total	132	100%	100%	100%	27	20.5%	105	79.5%	80.2%	80.1%

Based on these data, the OHS has again selected speeding as a focus area in FFY 2008. Programming will continue to focus on males between the ages of 16 and 34. Operators with prior speeding citations or involvement in reported crashes also will be emphasized. In addition, speeding will be examined in conjunction with alcohol impaired programs.

Goals

- Reduce the role of speeding in highway deaths.

Objectives

1. Increase the issuance of speeding citations.
2. Reduce the percent of fatalities resulting from speed-related crashes to 50 percent (52 percent was the five-year average).

Strategic Partners

Expanding or developing working relationships with those involved in the arrest, prosecution, and adjudication of speeding drivers is a priority. A well-trained police force can identify and arrest drivers who speed before they injure themselves or others. In addition, the Rhode Island court system is moving towards implementation of electronic ticketing which will expedite the ticketing process and improve accuracy of data.

Strategies

1. Implement a statewide speeding/aggressive driving campaign targeted to males 16 to 34 years old.
2. Integrate speed enforcement and outreach into the “100 Days of Summer” program to highlight speed issues.
3. Conduct one statewide high publicity speed activity.
4. Target speed enforcement patrols on non-interstate roadways with speed limits of 35 mph or less.
5. Continue overtime speed patrols with the State Police and Operation Blue RIPTIDE.
6. Employ speed-activated roadside displays showing speed limit and actual speed traveled.
7. Develop culturally sensitive messages and expand minority outreach efforts.
8. Include program management and oversight for all activities within this priority area.

Performance Measures

- Decrease the percentage of fatalities that occur in speed-related crashes to 50 percent (52 percent was the five-year average).
- Increase enforcement, as measured by the number of citations for speeding during Operation Blue RIPTIDE/State Police enforcement mobilizations (11,094 in FFY 2006).

■ 3.4 Young Drivers

Problem Identification and Analysis

In 2006, young drivers, age 16 to 20 years, represented 5 percent of Rhode Island's licensed driver population; yet comprised nearly 14 percent of drivers involved in fatal crashes. Ninety-three percent of those young drivers were male. Young drivers are over-represented in fatal crashes, which indicates the need for targeted education and enforcement for this population. Of the 14 drivers age 20 or under involved in fatal crashes, five were under the age of 18 and nine were age 18 to 20. As in 2005, seven young drivers died in fatal crashes in 2006.

Table 3.4 Young Drivers (Age 16 to 20) Involved in Fatal Crashes in Rhode Island, New England, and U.S.

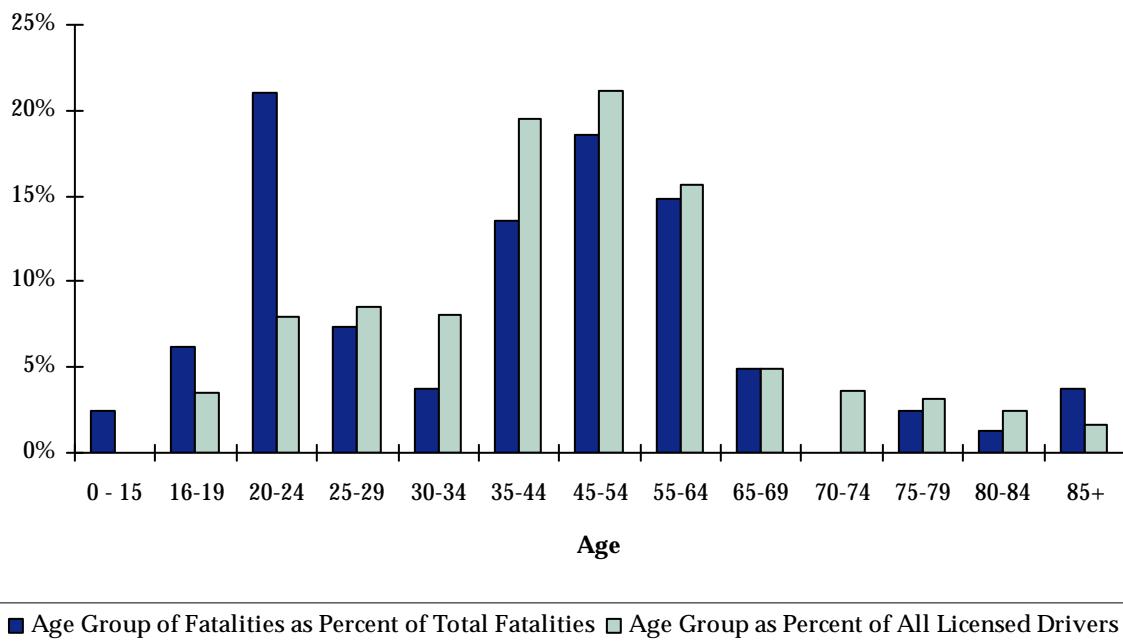
	2002	2003	2004	2005	2006
<i>Rhode Island</i>					
Fatal Crashes Involving Young Drivers	19	23	17	19	14
Young Drivers Killed in Crashes	6	11	8	7	7
<i>New England</i>					
Fatal Crashes Involving Young Drivers	246	228	253	214	N/A
Young Drivers Killed in Crashes	114	119	125	106	N/A
<i>The United States</i>					
Fatal Crashes Involving Young Drivers	7,782	7,404	7,431	6,964	N/A
Young Drivers Killed in Crashes	3,734	3,588	3,538	3,374	N/A

Table 3.5 and Figure 3.8 illustrate the comparison between the age of people killed in Rhode Island crashes and the age of licensed drivers. Although young drivers made up a relatively small portion of Rhode Island licensed drivers in 2006, young people were much more likely to be killed in crashes. The biggest disparity among the age of licensed drivers and those killed in crashes occurred for those 16 to 19 and 20 to 24 years old.

Table 3.5 Fatalities and Licensed Drivers by Age
2006

Age Group	Number of Fatalities per Age Group	Percent of Total Fatalities	Age Group as Percent of All Licensed Drivers
15 years or younger	2	2%	N/A
16-19	5	6%	3.5%
20-24	17	21%	7.9%
25-29	6	7%	8.5%
30-34	3	4%	8.1%
35-44	11	14%	19.5%
45-54	15	19%	21.1%
55-64	12	15%	15.7%
65-69	4	5%	4.9%
70-74	0	0	3.6%
75-79	2	2%	3.1%
80-84	1	1%	2.5%
85+	3	4%	1.6%

Figure 3.8 Age Group as Percent of Fatalities and Percent of Licensed Drivers
2006



Goals

- Reduce crash fatalities among young drivers.
- Reduce crash injuries among young drivers.

Objectives

- Reduce by 10 percent the number of drivers 20 years old and younger who are involved in fatal crashes, from 14 in 2006 to 12 in 2008 (three-year average is 16.6).
- Reduce by two points the percentage of drivers 20 years of age and younger in fatal crashes who had prior speed convictions, from 22.7 percent (three-year average) to 20.7 percent in 2008.

Strategic Partners

The Rhode Island Division of Motor Vehicles is charged with licensing drivers in the State of Rhode Island. Currently, applicants between the ages of 16 and 18 are subject to Graduated Licensing requirements. These rules are a key avenue for addressing the needs of young drivers, including training and restrictions on driving activities. Ensuring the uniform and rigorous application of these laws, as well as evaluating their effectiveness and strengthening them, where necessary, is pivotal. Driver training and outreach programs also play a critical role for the new driver. Forming partnerships to address training needs and training effectiveness also aid in strengthening the skills of new drivers. Other partners include MADD, AAA, the minority community, and law enforcement throughout the State.



Strategies

1. Improve and expand educational outreach to high schools (including School Resource Officers), colleges, and community partners:
 - Emphasize young drivers in alcohol and “Click It or Ticket” media campaigns;
 - Create and distribute an alcohol-related informational brochure for high school and/or college students;
 - Evaluate and coordinate public/private efforts in area of young driver safety efforts statewide;

- Develop “Welcome Back to School” college packets for distribution at beginning of fall 2008 to 2009 school years;
 - Work with community and business partners to educate parents/care givers about the role of alcohol in crashes among 16- to 20-year-old drivers. Also educate young drivers and their parents/care givers about primary seat belt enforcement for persons under 18 years of age;
 - Develop an informational/educational introduction packet for GDL License applicants. This packet would be distributed to young drivers/parents as part of the process to obtain a drivers license;
 - Expand educational prepermit program with AAA Southern New England to be offered statewide to non-members. This is to promote and encourage more parental and teen partnerships in the area of driver education on a state level;
 - Work with the CCRI to identify and implement potential improvements to the drivers’ training program;
 - Develop culturally appropriate messages and expand minority outreach efforts;
 - Explore potential training to develop an Underage Drinking Rapid Response Team;
 - Work with private/public partners to implement a pilot program utilizing the “Teen Black Box” technology; and
 - Implement the young driver component of the “100 Days of Summer” Program.
2. Collect and analyze age-related data on highway safety.
 3. Include program management and oversight for all activities within this priority area.

Performance Measures

- Maintain average of 2004 and 2005 level of young drivers (18) who are involved in fatal crashes, as measured by the number of drivers in fatal crashes who are 16 to 20 years of age (17 in 2004 and 19 in 2005).
- Monitor the number of charges filed for drivers under 18 years of age for DUI (26 in 2006) to determine effectiveness of program.
- Implement a minimum of four contacts with parents/care givers to provide information on the role of alcohol and/or primary seat belt use for young drivers.
- Distribute GDL informational packet to new young drivers.
- Decrease number of young passenger fatalities who are 16 to 20 years of age (seven in 2006).

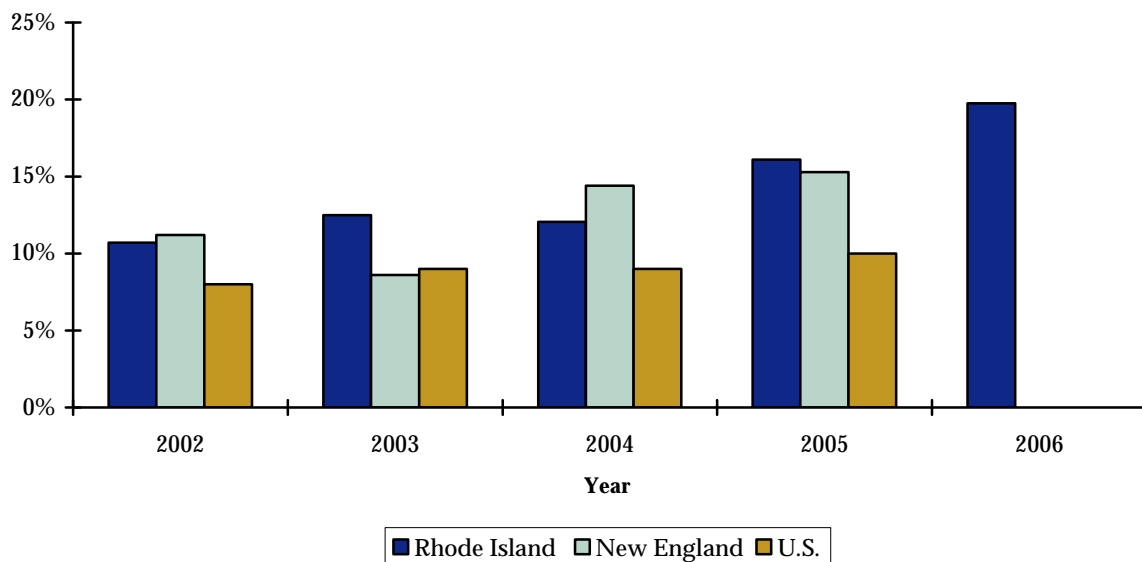
■ 3.5 Motorcycles

Problem Identification and Analysis

Motorcycle fatalities in the U.S. have risen for the past seven years. The rise in 2004 (7.9 percent) and again in 2005 (7.7 percent) pushed the national total over 4,300, accompanied by more than 60,000 serious injuries. Regrettably, Rhode Island also is following this deadly trend at an alarming rate. Motorcycle fatalities increased again by two deaths in 2006 to 16 fatalities versus 14 in 2005. Motorcycle fatalities now comprise 19.8 percent of Rhode Island's total fatalities, a 3 percent increase from 16.1 percent in 2005.

From 2001 to 2005, motorcycle fatal crashes in Rhode Island most frequently occurred in August; on Fridays, Saturdays, and Sundays; and between the hours of 3:00 p.m. and 9:00 p.m. Motorcyclist fatalities have grown 77 percent from 2002 to 2006 in Rhode Island, and in 2006 made up 20 percent of the State's total fatalities. As shown in Figure 3.9, Rhode Island motorcyclist fatalities have exceeded the national percentage every year since 2002.

Figure 3.9 Motorcyclist Fatalities as Percent of Total Fatalities
Rhode Island, New England, and U.S.



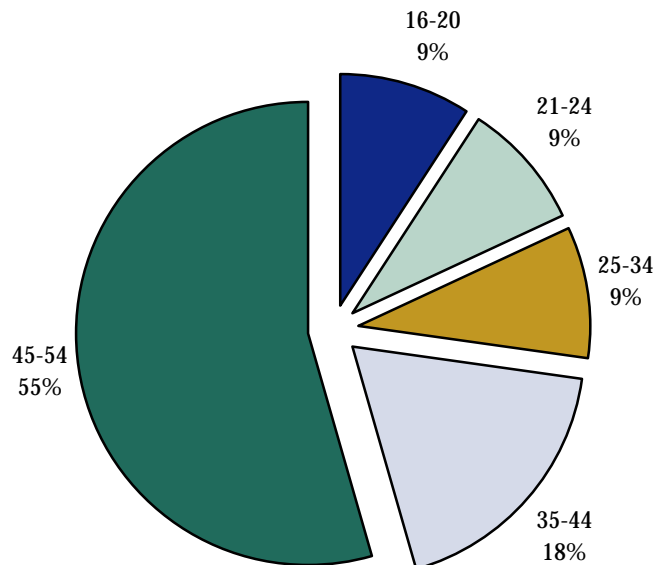
Total crashes involving motorcycles decreased from 127 in 2005 to 103 in 2006; unfortunately, this did not result in fewer fatalities. Table 3.6 documents the five cities and towns with the greatest number and percent of total motorcycle crashes in Rhode Island. This does not mean, however, that these individuals were registered in those locations.

Table 3.6 Top Five Cities/Towns for Motorcycle Crashes
2002 to 2006

City/Town	2002	2003	2004	2005	2006	Total	Percent of Total (2002 to 2006)
Providence	20	15	20	17	18	90	14.6%
Warwick	14	9	10	14	11	58	9.4%
Pawtucket	9	9	9	3	5	35	5.7%
Cranston	5	11	8	4	3	31	5.0%
Coventry	5	4	8	4	5	26	4.2%

In 2006, 11 of 16 motorcycle-related fatalities were reported as unhelmeted. Fifty-five percent of the unhelmeted fatally injured motorcycle operators were 45 to 54 years old, as illustrated in Figure 3.10.

Figure 3.10 Age of Fatally Injured Unhelmeted Motorcycle Operators
2006



Goals

- Educate the motoring public on “who” the motorcycle rider is.
- Develop a Motorcycle Safety and Awareness Coalition.
- Increase awareness of motorcycles on the roadways through the use of paid media and messages on variable message signs on all major highways.
- Increase the awareness of the negative effects of drinking and riding.
- Reduce crashes and fatalities among motorcyclists and their passengers.

Objectives

1. Reduce the number of crash fatalities among motorcyclists from its increase of 16 in 2006 back down to its three year average of 13 (2003 to 2006) in 2008.
2. Reduce by two points the percent of all motorcycle operator crash fatalities with a known BAC of .01 or higher, from 43.5 percent (2001 to 2005 average) to 35 percent in 2008.

Strategic Partners

Partners will include the Departments of Transportation and Health, as well as the Division of Motor Vehicles, the State Police, the Community College of Rhode Island, AAA, the Rhode Island Association of Independent Insurers, Rhode Island Hospitality Association, the minority community, and representatives from all of the motorcycle retail and repair shops in the State as well as representatives from organized motorcycle clubs.



Strategies

1. Develop a Motorcycle Awareness Campaign:
 - Emphasize the negative effects of riding under the influence of alcohol and correlate motorcycle fatalities to alcohol;
 - Increase automobile drivers’ awareness of the characteristics of motorcyclists;
 - Work with law enforcement to enforce the current motorcycle laws;
 - Develop a media campaign about the benefits of wearing helmets; and
 - Develop culturally appropriate messages and expand minority outreach efforts.

2. Develop a Motorcycle Safety and Awareness Coalition with Strategic Partners:
 - Meet with motorcycle groups, retailers, repair shop owners and other partners to develop education and outreach resources;
 - Develop a Motorcycle Safety and Awareness Campaign that will kickoff “Motorcycle Safety Day” in April 2008, preceding the national “Motorcycle Awareness Month” in May; and
 - Encourage the use of motorcycle helmets.
3. Periodically mail safety and awareness information to all licensed riders in the State using the database developed with DMV:
 - Work with the RI Independent Insurers Association and AAA to determine feasibility of offering discounted insurance rates to riders that continue their education and take the intermediate and advanced rider training courses offered by CCRI.
4. Develop motorcycle awareness web site, including links to CCRI, Motorcycle Safety Foundation (MSF), special Motorcycle Safety Events, and e-mail links to the Customer Service Department that will allow motorcyclists to report potholes and traffic signal malfunctions.
5. Develop a Motorcycle Map of the State with preferred riding routes.
6. Include program management and oversight for all activities within this priority area.

Performance Measures

- Reduce the number of motorcycle fatalities from 16 in 2006 to 13 in 2008.
- Maintain the low percentage of motorcycle fatalities relating to alcohol (25 percent in 2006).
- Hold Motorcycle Safety Day.
- Hold quarterly Motorcycle Safety and Awareness Coalition meetings.
- Develop Motorcycle Riding Map of the State.

■ **3.6 Other Road Users**

Other transportation modes consist of everything except personal automobiles and motorcycles and are generally classified as motorized (school buses) and non-motorized (pedestrian and bicycle) modes. Although crashes in Rhode Island are dominated by personal automobiles, other modes of transportation require consideration. For example, the rate of fatal and serious injury crashes for pedestrians has been on the rise while fatalities and serious injuries for bicycles remain low. Although serious injuries to pedestrians are rare, the large fluctuation in the number of pedestrian fatalities over the past five years requires attention. More alarming is the fact that more than a third of the

pedestrians killed were legally intoxicated. The OHS will watch this trend carefully to determine if this was an anomaly for 2006.

Problem Identification and Analysis – Pedestrians

Pedestrian fatalities increased by 53 percent from 2003 to 2006, resulting in 36 lives lost. As illustrated in Figure 3.11, total crashes involving pedestrians also have increased during this time, and there is no significant reduction in the number of serious injuries sustained by pedestrians. As shown in Figure 3.12, Rhode Island far exceeds the national percentage for pedestrian fatalities. From 2001 to 2005, the majority of pedestrian fatal crashes occurred in July, on Saturdays, and between the hours of 9:00 p.m. and 3:00 a.m. Pedestrian crashes by city/town are shown in Table 3.7.

Figure 3.11 Total Crashes and Serious Injuries Involving Pedestrians

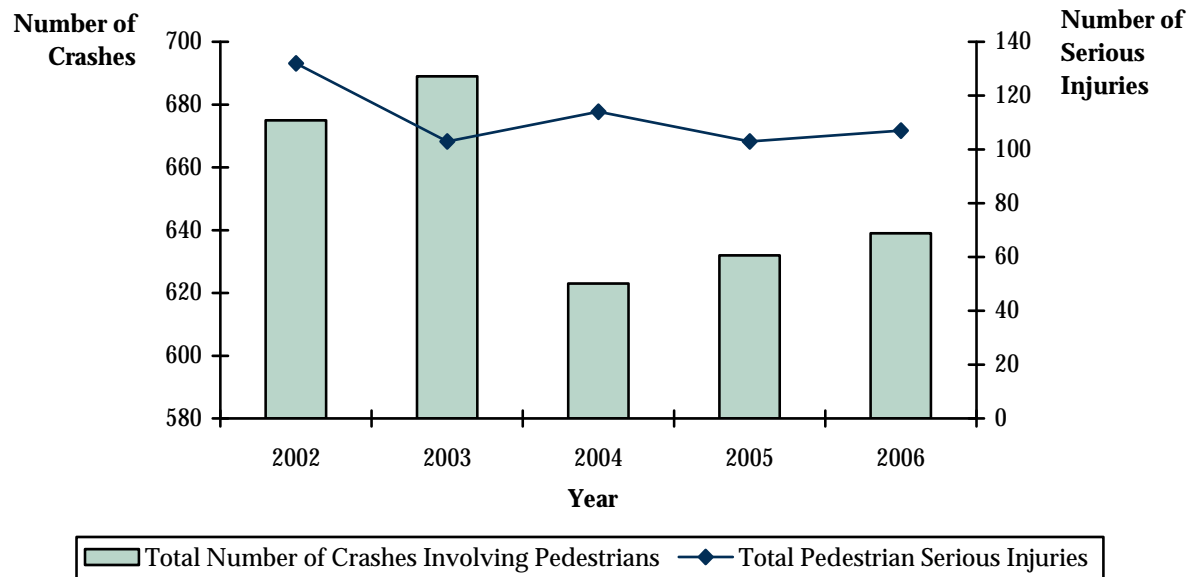


Figure 3.12 Percent of Pedestrian Fatalities
Rhode Island Compared to United States

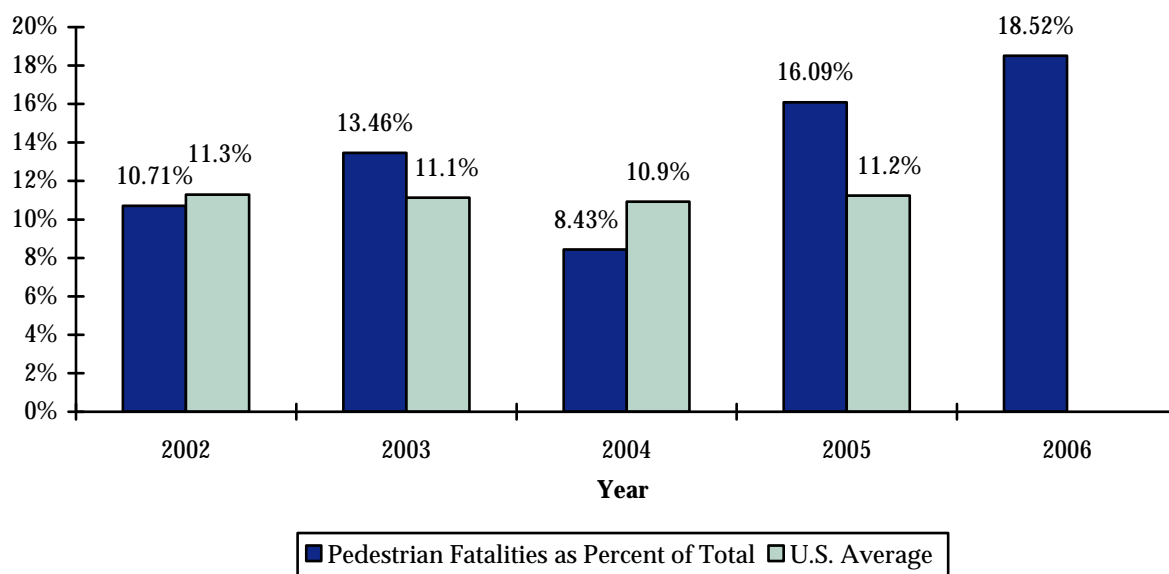


Table 3.7 Pedestrian Crashes by City/Town
2002 to 2006

City/Town	2002	2003	2004	2005	2006	Total	Percent of Total 2002 to 2006
Providence	89	77	50	60	71	347	24.8%
Cranston	36	34	31	28	30	159	11.3%
Warwick	27	28	30	28	22	135	9.6%
Pawtucket	14	18	22	21	15	90	6.4%
East Providence	8	15	17	12	16	68	4.9%

Problem Identification and Analysis – Bicyclists

The total number of crashes involving bicyclists and number of serious injuries sustained decreased between 2003 and 2006, as shown in Figure 3.13. As in 2005, however, in 2006 one bicyclist was killed in Rhode Island. As shown in Figure 3.14, the State remains well below the national average for crashes involving bicyclists (one per year except for 2004 when there were zero bicyclist fatalities); however, any loss of life is unacceptable. Table 3.8 shows bicycle crashes by city/town.

Figure 3.13 Total Crashes and Serious Injuries Involving Bicyclists

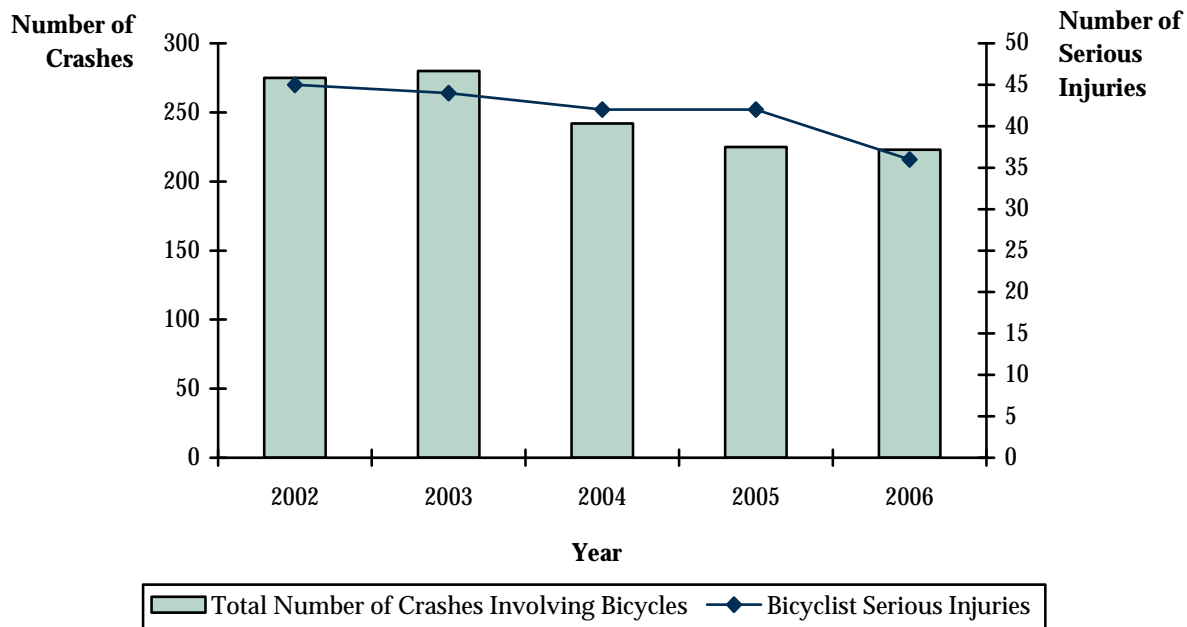
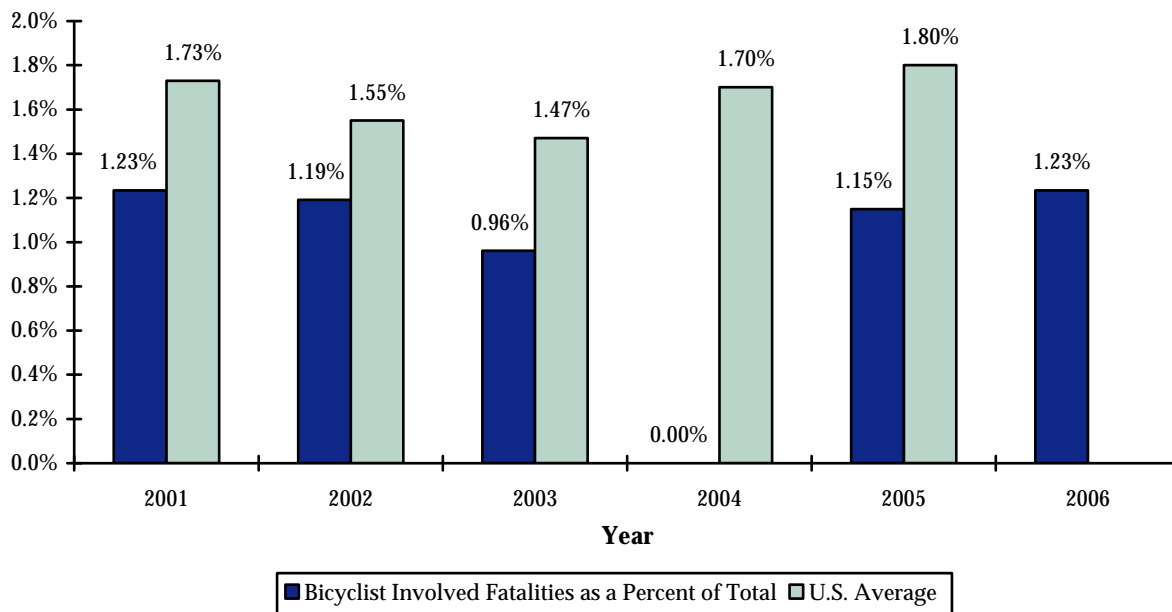


Figure 3.14 Bicyclist Involved Fatalities as Percent of Total Fatalities*
Rhode Island Compared to United States



* Please note that there was one (1) bicycle fatality each year except 2004, which had zero.

Table 3.8 Bicycle Crashes by City/Town
2002 to 2006

City/Town	2002	2003	2004	2005	2006	Total	Percent of Total 2002 to 2006
Providence	76	76	77	59	69	357	21.2%
Pawtucket	48	49	34	38	32	201	12.0%
Newport	33	26	29	31	28	147	8.7%
Warwick	31	28	30	34	21	144	8.6%
Cranston	34	32	13	12	9	90	5.4%

Problem Identification and Analysis – School Buses

As shown in Table 3.9, school bus crashes are a relatively rare occurrence in Rhode Island. School bus crashes have never resulted in as much as 1 percent of all crash fatalities and serious injuries. There were no such fatalities in 2006. Current passenger safety programming areas will continue in an effort to maintain this strong record.

Table 3.9 Fatalities and Serious Injuries Involving School Buses

	2002	2003	2004	2005	2006
Fatalities and Serious Injuries	1	0	0	0	0
Percent of State Total	0.16	0.05	0.00	0.00	0.00
Total Number of Crashes Involving School Buses	271	366	362	272	260

Goals

- Reduce the number of fatalities among pedestrians.
- Maintain the low number of fatalities among bicyclists.
- Maintain the low number of fatalities on school buses.

Objectives

1. Keep the number of crash fatalities among pedestrians at its average since 2002 (11) in 2008 (down from 15 in 2006).
2. Maintain the low number of crash fatalities among bicyclists at one in 2008.
3. Maintain the number of crash fatalities among school bus occupants at zero in 2008.

Strategic Partners

OHS has partnerships with summer camps, the Rhode Island Safe Kids Coalition, the Rhode Island Department of Health, state, and local law enforcement agencies and the American Automobile Association to demonstrate safety habits and distribute information for pedestrians, bicyclists, and school bus riders. In cooperation with the Rhode Island Department of Transportation, OHS promotes transportation safety and the incorporation of bicycle and/or pedestrian-friendly policies in transportation planning.

Strategies

1. Increase public awareness of the diversity of road users.
2. Increase automobile drivers' awareness of need to share the road with bicyclists and pedestrians.
3. Continue non-motorized transportation programming.
4. Continue conducting Safety Days and other summer and school break activities focusing on safe interactions among pedestrians, bicyclists, and motorists.
5. Collect and analyze data on the safety of other road users in Rhode Island.
6. Develop first annual Pedestrian Awareness week.
7. Include program management and oversight for all activities within this priority area.
8. Develop culturally appropriate messages and expand minority outreach efforts.

Program Performance Measures

- Conduct five regional Safety Days throughout the calendar year.
- Supplement summer and school break camp activities focusing on safe interactions among pedestrians, bicyclists, and motorists.
- Partner with local schools/agencies to participate in their safety programs.

■ 3.7 Traffic Records

Problem Identification and Analysis

The OHS continues to implement the recommendations of the last Traffic Records Assessment. Highway safety stakeholders are currently unable to exchange information in a timely, accurate, complete, uniform, and integrated system. The traffic records system includes data elements necessary for problem identification, problem analysis and countermeasure evaluation in all areas of traffic safety in the State.

A Highway Safety and Traffic Records Coordinating Committee (TRCC) has been working on the multiyear Highway Safety Data and Traffic Records System Improvement Plan.

Goals

- Expand and improve databases on highway safety.
- Improve data integration and coordination with highway safety stakeholders.
- Complete implementation and deployment of hardware, software, and training to support the electronic collection and transmission of traffic safety information (E-citation, Crash form, and Race data collection).

Objectives

- Reduce traffic records data processing time, manual data processing, and paper handling.
- Increase the data linkage of traffic records with other data systems within the State and local highway and traffic safety programs.

Strategic Partners

The OHS will continue to work with members of the TRCC, including RIDOT, Federal Motor Carrier Safety Administration (FMCSA), Federal Highway Administration (FHWA), DMV, Department of Health, local/State Police and public/ private organizations.

Strategies

1. Improve the maintenance, coordination, accuracy, and analysis of current transportation safety data:
 - Conduct regularly scheduled meetings of the TRCC;
 - Utilize NHTSA 408 Grant Funding to partner with other state agencies in data coordination, management, and analysis; and
 - Seek contractor for data coordination, management, and analysis.

2. Increase the availability of safety data and traffic records to highway safety stakeholders:
 - Use Critical Analysis Reporting Environment (CARE) software to generate community-wide data analysis. This analysis will be made available to highway safety stakeholders through improved web site access; and
 - Provide community-wide analysis to all Operation Blue RIPTIDE partners through web site connections.
3. Provide information on highway safety problem identification, process, program planning, and evaluation to potential grantees:
 - Hold meetings with potential grantees (eight in 2008);
 - Expand total number of potential program partners; and
 - Continue working with the Rhode Island Department of Transportation to update its strategic plan.
4. Expand the OHS web page to include a secured traffic records information section that highway safety stakeholders can access. Create a public side to this page for public access to static information.
5. Identify, adjust, track and document systemwide and project level performance measures for inclusion in third year Section 408 application.
6. Continue development of a comprehensive inventory of highway safety information sources in the State and create a statewide Traffic Records System Resource Guide.
7. Include program management and oversight for all activities within this priority area.

Program Performance Measures

- Conduct 10 TRCC meetings in 2008 (eight in 2006).
- Increase total number of program partners in 2008 (15 in 2007).
- Expand sharing of problem identification data among shareholders, partners, and traffic safety advocates.
- Redesign OHS web page to include static FARS information along with OHS reports.
- Develop a Traffic Records System Resource Guide and a comprehensive inventory of Highway Safety information sources in the state.
- Monitor NHTSA 408 Grant Management Projects. Amount of funding received will determine the measurable goals set for 2008.

- Provide law enforcement with community statistics a month prior to the national “Click It or Ticket” and “You Drink. You Drive. You Lose.” alcohol campaigns.
- Increase the timeliness of E-citation data from police, state, and Municipal Courts from monthly to being posted daily into the system.
- Increase the number of Law Enforcement Agencies backfilling data into citations from five to 15.

■ 3.8 Racial Profiling

Problem Identification and Analysis

The act of racial profiling affects both law enforcement and the community at large by undermining the civil rights of everyone; this creates mistrust with the majority of law enforcement personnel who are enforcing the law in an equal manner. The State of Rhode Island was one of 14 states to receive racial profiling monies last year as an assurance state under the SAFETEA-LU legislation. RIDOT OHS has submitted a second year application to provide funding to continue developing a multifaceted program to assess the level and/or locations where racial profiling may exist and to implement programs to address and improve community/police relations. There is a great need to create an effective mechanism to collect and analyze traffic stop data on both drivers and passengers and develop an aggressive program to address deficiencies if they are found. Existing programs, policies, and procedures that have been implemented by law enforcement to eliminate these practices also need to be collected and analyzed with the ultimate goal of promoting trust and effective community relations between law enforcement and the communities they serve.

The State of Rhode Island has had a few publicized incidents where the minority community has claimed racial profiling regarding traffic stops, therefore, impacting relationships and trust among the various parties. In March 2005, Northeastern University issued a report on traffic stop data for the months of October-December 2004. It was a follow-up to a similar study of two years of traffic stop data collected voluntarily by some police departments in the State of Rhode Island, and analyzed by Northeastern for 2001 to 2002. The study indicated that, as in the 2001 to 2002 study, minority drivers appeared to be more than twice as likely as whites to be searched by police, but white drivers were still more likely than racial minorities to be found with contraband when searched.

Three other key elements that have been characterized as challenges are: 1) the lack of knowledge/education of the minority community in regards to knowing what to do during traffic stop; 2) not being able to speak English; and 3) the need for unification among the different minority groups to work collaboratively.

Much time has passed since the last collection of this data and personnel, policies, and procedures have changed. It is imperative to begin collecting this data again to provide a solid basis for activities within this program.

In this past legislative session, legislation was introduced within the Rhode Island General Assembly to once again create a mandatory collection of traffic stop data with a mechanism to hire an appropriate entity to collect and analyze this data. Unfortunately, this legislation failed to pass. Therefore, in an effort to continue moving forward on this very important project, RIDOT OHS is pursuing commitments {through the Memorandum of Understanding (MOU) process} with the 38 local police departments and the Rhode Island State Police to voluntarily collect statistical information on the race and ethnicity of the driver and passengers for each motor vehicle stop. The OHS has made major inroads already and believes that the partnership with the Rhode Island Police Chiefs Association and the LEL will result in commitments from all the police departments. It is anticipated that a RFP to provide the appropriate mechanism to collect, analyze, and assess this information will be issued before the end of this Federal Fiscal Year.

However, data collection cannot stand alone. The OHS will be offering another RFP to develop program initiatives designed to foster understanding, communication, and cooperation between the communities and law enforcement personnel to achieve their common goals. It is anticipated that such a program would include extensive education and outreach initiatives.

Finally, the OHS is committed to piloting and implementing an enhanced Professional Traffic Stop training for all our law enforcement agencies. This program, based on the NHTSA model, was recently reviewed and extensively revised by the NHTSA Regional LEL, Ted Minall, and the Rhode Island State LEL, Col. Richard Sullivan (ret.).

Goals

- Increase data collection, analysis, and distribution of traffic stop data.
- Generate programs to enhance law enforcement and minority community involvement and communication to ensure collaborations on highway safety programs while eliminating racial profiling.

Objectives

1. Implement a program to provide professional collection and analysis of the traffic stop data from all communities within the State.
2. Implement a program providing law enforcement and the minority communities opportunities to work together on education, outreach, and training.

3. Provide appropriate training programs for law enforcement personnel.
4. Assist in developing practices and procedures to identify racial profiling and appropriate prevention measures.

Strategic Partners

To achieve these aggressive goals, it is imperative that the interactions between state and local law enforcement, agencies representing minority interests, legislators, and leaders within all the diverse communities throughout the State of Rhode Island work with the OHS in the planning, development, and implementation process to achieve our common goals. Currently, three different ethnic groups – African American, Asian, and Latino – have been identified and are involved in the current process. As the program develops, OHS plans to expand its scope to include other ethnic groups within the State.

Strategies

1. Conduct a preliminary assessment of law enforcement agencies. The purpose of such assessment will be to assist in the documentation of the data analysis project.
2. Finalize a contract with an appropriate entity to collect and assess the traffic stop data, both qualitatively and quantitatively to determine if ethnic and racial disparities exist. A distribution system will be developed to share this information.
3. Finalize and implement the process necessary to develop program initiatives designed to foster understanding, communication, and involvement between the minority communities and law enforcement personnel. Such a program would include extensive education and outreach initiatives, such as faith-based programs and public forums between law enforcement and the minority community and culturally appropriate literature and media campaigns in multiple languages.
4. Execute cooperative efforts between law enforcement agencies and members of the minority community supporting innovative community policing projects, and otherwise enhancing public safety.
5. Develop tools, products, or activities that will facilitate the implementation or advancement of best practices to prohibit racial profiling and to ensure project effectiveness.
6. Develop culturally appropriate education/information tools to support all of the program initiatives of the OHS, including occupant protection, impaired driving, motorcycle safety, young driver programs, speed, and other roadway users.
7. Include program management and oversight for all activities within this program area.

Program Performance Measures

- Produce by means of data collection and analysis at least one 1) quarterly comprehensive report, including passenger and driver information, summarizing the traffic stop information from all police departments.
- Develop and provide strategic recommendations/initiatives to eliminate and prevent racial profiling based on data analysis.
- Develop programs to foster partnerships to reduce/eliminate racial profiling while promoting outreach and educational activities with the minority communities and the Rhode Island law enforcement community.
- Create a product that will provide an overview of varied approaches to addressing racial profiling for law enforcement agencies.
- Implement a Professional Traffic Stop Training program for law enforcement.
- Develop culturally appropriate public service announcements, posters, brochures, pamphlets, and related materials to support outreach and educational efforts of all partners.

■ **3.9 Planning and Administration**

Problem Identification and Analysis

The RIDOT Office on Highway Safety will serve as the primary agency responsible for insuring that highway safety concerns for Rhode Island are identified and addressed through the development and implementation of appropriate countermeasures.

Goal

- To administer a fiscally responsible, effective highway safety program that targets the State's most significant safety problems in an effort to save lives and reduce serious injuries.

Strategic Partners

The RIDOT OHS will work with NHTSA to address the recommendations that arise from the Occupant Protection Special Management Review and conduct the planned Management Review for FFY 2008.

Strategies

1. Coordinate the Management Review.
2. Administer the statewide traffic safety program:
 - Implement the HSP and develop future initiatives;
 - Provide sound fiscal management for traffic safety programs;
 - Coordinate state plans with other Federal, state, and local agencies; and
 - Assess program outcomes.
3. Provide data required for Federal and state reports.
4. Provide program staff, professional development, travel funds, space, equipment, materials, and fiscal support.
5. Provide data and information to policy and decision-makers on the benefits of various traffic safety laws.
6. Identify and prioritize highway safety problems for future OHS attention, programming, and activities.
7. Include program management and oversight for all activities within this priority area.

Program Performance Measures

- Coordinate and complete Management Review within timeframe included within Management Review Guidelines.
- Provide testimony on traffic safety-related legislation within the 2008 legislative session.
- Deliver the FFY 2007 Annual Program Evaluation by December 31, 2007.
- Deliver the FFY 2009 Highway Safety Plan by September 1, 2008.
- Fill vacant FARS Analyst position.

4.0 State Certifications and Assurances

Failure to comply with applicable Federal statutes, regulations and directives may subject State officials to civil or criminal penalties and/or place the State in a high risk grantee status in accordance with 49 CFR §18.12.

Each fiscal year the State will sign these Certifications and Assurances that the State complies with all applicable Federal statutes, regulations, and directives in effect with respect to the periods for which it receives grant funding. Applicable provisions include, but not limited to, the following:

- 23 U.S.C. Chapter 4 – Highway Safety Act of 1966, as amended;
- 49 CFR Part 18 – Uniform Administrative Requirements for Grants and Cooperative Agreements to State and Local Governments;
- 49 CFR Part 19 – Uniform Administrative Requirements for Grants and Agreements with Institutions of Higher Education, Hospitals and Other Nonprofit Organizations;
- 23 CFR Chapter II \” (§§1200, 1205, 1206, 1250, 1251, & 1252) Regulations governing highway safety programs;
- NHTSA Order 462-6C – Matching Rates for State and Community Highway Safety Programs; and
- Highway Safety Grant Funding Policy for Field-Administered Grants.

■ 4.1 Certifications and Assurances

The Governor is responsible for the administration of the State highway safety program through a State highway safety agency which has adequate powers and is suitably equipped and organized (as evidenced by appropriate oversight procedures governing such areas as procurement, financial administration, and the use, management, and disposition of equipment) to carry out the program (23 USC 402(b)(1)(A));

The political subdivisions of this State are authorized, as part of the State highway safety program, to carry out within their jurisdictions local highway safety programs which have been approved by the Governor and are in accordance with the uniform guidelines promulgated by the Secretary of Transportation (23 USC 402(b)(1)(B));

At least 40 per cent of all Federal funds apportioned to this State under 23 USC 462 for this fiscal year will be expended by or for the benefit of the political subdivision of the State in carrying out local highway safety programs (23 USC 402(b)(1)(C)), unless this requirement is waived in writing;

The State will implement activities in support of national highway safety goals to reduce motor vehicle related fatalities that also reflect the primary data-related crash factors within the State as identified by the State highway safety planning process, including:

- National law enforcement mobilizations;
- Sustained enforcement of statutes addressing impaired driving, occupant protection, and driving in excess of posted speed limits;
- An annual statewide safety belt use survey in accordance with criteria established by the Secretary for the measurement of State safety belt use rates to ensure that the measurements are accurate and representative; and
- Development of statewide data systems to provide timely and effective data analysis to support allocation of highway safety resources.

The State shall actively encourage all relevant law enforcement agencies in the State to follow the guidelines established for vehicular pursuits issued by the International Association of Chiefs of Police that are currently in effect.

This State's highway safety program provides adequate and reasonable access for the safe and convenient movement of physically handicapped persons, including those in wheelchairs, across curbs constructed or replaced on or after July 1, 1976, at all pedestrian crosswalks (23 USC 402(b)(1)(0));

Cash draw downs will be initiated only when actually needed for disbursement, cash disbursements and balances will be reported in a timely manner as required by NHTSA, and the same standards of timing and amount, including the reporting of cash disbursement and balances, will be imposed upon any secondary recipient organizations (49 CFR 18.20, 18.21, and 18.41). Failure to adhere to these provisions may result in the termination of drawdown privileges;

The State has submitted appropriate documentation for review to the single point of contact designated by the Governor to review Federal programs, as required by Executive Order 12372 (Intergovernmental Review of Federal Programs);

Equipment acquired under this agreement for use in highway safety program areas shall be used and kept in operation for highway safety purposes by the State; or the State, by formal agreement with appropriate officials of a political subdivision or State agency, shall cause such equipment to be used and kept in operation for highway safety purposes (23 CFR 1200.21);

The State will comply with all applicable State procurement procedures and will maintain a financial management system that complies with the minimum requirements of 49 CFR 18.20;

The State highway safety agency will comply with all Federal statutes and implementing regulations relating to nondiscrimination. These include but are not limited to: a) Title VI of the Civil Rights Act of 1964 (P.L. 88-352) which prohibits discrimination on the basis of race, color or national origin (and 49 CFR Part 21); b) Title IX of the Education Amendments of 1972, as amended (20 U.S.C. §§1681-1683, and 1685-1686), which prohibits discrimination on the basis of sex; c) Section 504 of the Rehabilitation Act of 1973, as amended (29 U.S.C. §794), which prohibits discrimination on the basis of handicaps (and 49 CFR Part 27); d) the Age Discrimination Act of 1975, as amended (42U.S.C. §§6101-6107), which prohibits discrimination on the basis of age; e) the Drug Abuse Office and Treatment Act of 1972 (P.L. 92-255), as amended, relating to nondiscrimination on the basis of drug abuse; f) the comprehensive Alcohol Abuse and Alcoholism Prevention, Treatment and Rehabilitation Act of 1970 (P.L. 91-616), as amended, relating to nondiscrimination on the basis of alcohol abuse or alcoholism; g) §§523 and 527 of the Public Health Service Act of 1912 (42.U.S.C. §§290 dd-3 and 290 ee-3), as amended, relating to confidentiality of alcohol and drug abuse patient records; h) Title VIII of the Civil Rights Act of 1968 (42 U.S.C. §§3601 et seq.), as amended, relating to nondiscrimination in the sale, rental or financing of housing; i) any other nondiscrimination provisions in the specific statute(s) under which application for Federal assistance is being made; and, j) the requirements of any other non-discrimination statute(s) which may apply to the application.

■ 4.2 The Drug-Free Workplace Act of 1988 (49 CFR Part 29 Subpart F)

The State will provide a drug-free workplace by:

- a. Publishing a statement notifying employees that the unlawful manufacture, distribution, dispensing, possession or use of a controlled substance is prohibited in the grantee's workplace and specifying the actions that will be taken against employees for violation of such prohibition;
- b. Establishing a drug-free awareness program to inform employees about:
 1. The dangers of drug abuse in the workplace.
 2. The grantee's policy of maintaining a drug-free workplace.
 3. Any available drug counseling, rehabilitation, and employee assistance programs.
 4. The penalties that may be imposed upon employees for drug violations occurring in the workplace.

- c. Making it a requirement that each employee engaged in the performance of the grant be given a copy of the statement required by paragraph (a).
- d. Notifying the employee in the statement required by paragraph (a) that, as a condition of employment under the grant, the employee will:
 - 1. Abide by the terms of the statement.
 - 2. Notify the employer of any criminal drug statute conviction for a violation occurring in the workplace no later than five days after such conviction.
- e. Notifying the agency within ten days after receiving notice under subparagraph (d)(2) from an employee or otherwise receiving actual notice of such conviction.
- f. Taking one of the following actions, within 30 days of receiving notice under subparagraph (d)(2), with respect to any employee who is so convicted
 - 1. Taking appropriate personnel action against such an employee, up to and including termination.
 - 2. Requiring such employee to participate satisfactorily in a drug abuse assistance or rehabilitation program approved for such purposes by a Federal, State, or local health, law enforcement, or other appropriate agency.
- g. Making a good faith effort to continue to maintain a drug-free workplace through implementation of paragraphs (a), (b), (c), (d), (e), and (f) above.

■ 4.3 Buy America Act

The State will comply with the provisions of the Buy America Act (23 USC 101 Note) which contains the following requirements:

Only steel, iron and manufactured products produced in the United States may be purchased with Federal funds unless the Secretary of Transportation determines that such domestic purchases would be inconsistent with the public interest; that such materials are not reasonably available and of a satisfactory quality; or that inclusion of domestic materials will increase the cost of the overall project contract by more than 25 percent. Clear justification for the purchase of nondomestic items must be in the form of a waiver request submitted to and approved by the Secretary of Transportation.

■ 4.4 Political Activity (Hatch Act)

The State will comply with the provisions of five U.S.C. §§1501-1508 and implementing regulations of five CFR Part 151, concerning “Political Activity of State or Local Offices, or Employees.”

■ 4.5 Certification Regarding Federal Lobbying

Certification for Contracts, Grants, Loans, and Cooperative Agreements

The undersigned certifies, to the best of his or her knowledge and belief, that:

1. No Federal appropriated funds have been paid or will be paid, by or on behalf of the undersigned, to any person for influencing or attempting to influence an officer or employee of any agency, a Member of Congress, an officer or employee of Congress, or an employee of a Member of Congress in connection with the awarding of any Federal contract, the making of any Federal grant, the making of any Federal loan, the entering into of any cooperative agreement, and the extension, continuation, renewal, amendment, or modification of any Federal contract, grant, loan, or cooperative agreement.
2. If any funds other than Federal appropriated funds have been paid or will be paid to any person for influencing or attempting to influence an officer or employee of any agency, a Member of Congress, an officer or employee of Congress, or an employee of a Member of Congress in connection with this Federal contract, grant, loan, or cooperative agreement, the undersigned shall complete and submit Standard Form-LLL, “Disclosure Form to Report Lobbying,” in accordance with its instructions.
3. The undersigned shall require that the language of this certification be included in the award documents for all sub-award at all tiers (including subcontracts, subgrants, and contracts under grant, loans, and cooperative agreements) and that all subrecipients shall certify and disclose accordingly.

This certification is a material representation of fact upon which reliance was placed when this transaction was made or entered into. Submission of this certification is a prerequisite for making or entering into this transaction imposed by Section 1352, Title 31, U.S. Code. Any person who fails to file the required certification shall be subject to a civil penalty of not less than \$10,000 and not more than \$100,000 for each such failure.

■ 4.6 Restriction on State Lobbying

None of the funds under this program will be used for any activity specifically designed to urge or influence a State or local legislator to favor or oppose the adoption of any specific legislative proposal pending before any State or local legislative body. Such activities include both direct and indirect (e.g., “grassroots”) lobbying activities, with one exception. This does not preclude a State official whose salary is supported with NHTSA funds from engaging in direct communications with State or local legislative officials, in accordance with customary State practice, even if such communications urge legislative officials to favor or oppose the adoption of a specific pending legislative proposal.

■ 4.7 Certification Regarding Debarment and Suspension

Instructions for Primary Certification

1. By signing and submitting this proposal, the prospective primary participant is providing the certification set out below.
2. The inability of a person to provide the certification required below will not necessarily result in denial of participation in this covered transaction. The prospective participant shall submit an explanation of why it cannot provide the certification set out below. The certification or explanation will be considered in connection with the department or agency’s determination whether to enter into this transaction. However, failure of the prospective primary participant to furnish a certification or an explanation shall disqualify such person from participation in this transaction.
3. The certification in this clause is a material representation of fact upon which reliance was placed when the department or agency determined to enter into this transaction. If it is later determined that the prospective primary participant knowingly rendered an erroneous certification, in addition to other remedies available to the Federal Government, the department or agency may terminate this transaction for cause or default.
4. The prospective primary participant shall provide immediate written notice to the department or agency to which this proposal is submitted if at any time the prospective primary participant learns its certification was erroneous when submitted or has become erroneous by reason of changed circumstances.
5. The terms covered transaction, debarred, suspended, ineligible, lower tier covered transaction, participant, person, primary covered transaction, principal, proposal, and voluntarily excluded, as used in this clause, have the meaning set out in the Definitions and coverage sections of 49 CFR Part 29. You may contact the department or agency to which this proposal is being submitted for assistance in obtaining a copy of those regulations.

6. The prospective primary participant agrees by submitting this proposal that, should the proposed covered transaction be entered into, it shall not knowingly enter into any lower tier covered transaction with a person who is proposed for debarment under 48 CFR Part 9, subpart 9.4, debarred, suspended, declared ineligible, or voluntarily excluded from participation in this covered transaction, unless authorized by the department or agency entering into this transaction.
7. The prospective primary participant further agrees by submitting this proposal that it will include the clause titled "Certification Regarding Debarment, Suspension, Ineligibility and Voluntary Exclusion-Lower Tier Covered Transaction," provided by the department or agency entering into this covered transaction, without modification, in all lower tier covered transactions and in all solicitations for lower tier covered transactions.
8. A participant in a covered transaction may rely upon a certification of a prospective participant in a lower tier covered transaction that it is not proposed for debarment under 48 CFR Part 9, subpart 9.4, debarred, suspended, ineligible, or voluntarily excluded from the covered transaction, unless it knows that the certification is erroneous. A participant may decide the method and frequency by which it determines the eligibility of its principals. Each participant may, but is not required to, check the list of Parties Excluded from Federal Procurement and Non-procurement Programs.
9. Nothing contained in the foregoing shall be construed to require establishment of a system of records in order to render in good faith the certification required by this clause. The knowledge and information of a participant is not required to exceed that which is normally possessed by a prudent person in the ordinary course of business dealings.
10. Except for transactions authorized under paragraph 6 of these instructions, if a participant in a covered transaction knowingly enters into a lower tier covered transaction with a person who is proposed for debarment under 48 CFR Part 9, subpart 9.4, suspended, debarred, ineligible, or voluntarily excluded from participation in this transaction, in addition to other remedies available to the Federal Government, the department or agency may terminate this transaction for cause or default.

■ 4.8 Certification Regarding Debarment, Suspension, and Other Responsibility Matters – Primary Covered Transactions

1. The prospective primary participant certifies to the best of its knowledge and belief, that its principals:
 - a. Are not presently debarred, suspended, proposed for debarment, declared ineligible, or voluntarily excluded by any Federal department or agency;
 - b. Have not within a three-year period preceding this proposal been convicted of or had a civil judgment rendered against them for commission of fraud or a criminal offense in connection with obtaining, attempting to obtain, or performing a public (Federal, State or local) transaction or contract under a public transaction; violation of Federal or State antitrust statutes or commission of embezzlement, theft, forgery, bribery, falsification or destruction of record, making false statements, or receiving stolen property;
 - c. Are not presently indicted for or otherwise criminally or civilly charged by a governmental entity (Federal, State or Local) with commission of any of the offenses enumerated in paragraph (1)(b) of this certification; and
 - d. Have not within a three-year period preceding this application/proposal had one or more public transactions (Federal, State, or local) terminated for cause or default.
2. Where the prospective primary participant is unable to certify to any of the Statements in this certification, such prospective participant shall attach an explanation to this proposal.

■ 4.9 Instructions for Lower Tier Certification

1. By signing and submitting this proposal, the prospective lower tier participant is providing the certification set out below.
2. The certification in this clause is a material representation of fact upon which reliance was placed when this transaction was entered into. If it is later determined that the prospective lower tier participant knowingly rendered an erroneous certification, in addition to other remedies available to the Federal government, the department or agency with which this transaction originated may pursue available remedies, including suspension and/or debarment.

3. The prospective lower tier participant shall provide immediate written notice to the person to which this proposal is submitted if at any time the prospective lower tier participant learns that its certification was erroneous when submitted or has become erroneous by reason of changed circumstances.
4. The terms *covered transaction, debarred, suspended, ineligible, lower tier covered transaction, participant, person, primary covered transaction, principal, proposal, and voluntarily excluded*, as used in this clause, have the meanings set out in the Definition and Coverage sections of 49 CFR Part 29. You may contact the person to whom this proposal is submitted for assistance in obtaining a copy of those regulations.
5. The prospective lower tier participant agrees by submitting this proposal that, should the proposed covered transaction be entered into, it shall not knowingly enter into any lower tier covered transaction with a person who is proposed for debarment under 48 CFR Part 9, subpart 9.4, debarred, suspended, declared ineligible, or voluntarily excluded from participation in this covered transaction, unless authorized by the department or agency with which this transaction originated.
6. The prospective lower tier participant further agrees by submitting this proposal that it will include the clause titled "Certification Regarding Debarment, Suspension, Ineligibility and Voluntary Exclusion - Lower Tier Covered Transaction," without modification, in all lower tier covered transactions and in all solicitations for lower tier covered transactions. (See below)
7. A participant in a covered transaction may rely upon a certification of a prospective participant in a lower tier covered transaction that it is not proposed for debarment under 48 CFR Part 9, subpart 9.4, debarred, suspended, ineligible, or voluntarily excluded from the covered transaction, unless it knows that the certification is erroneous. A participant may decide the method and frequency by which it determines the eligibility of its principals. Each participant may, but is not required to, check the List of Parties Excluded from Federal Procurement and Non-procurement Programs.
8. Nothing contained in the foregoing shall be construed to require establishment of a system of records in order to render in good faith the certification required by this clause. The knowledge and information of a participant is not required to exceed that which is normally possessed by a prudent person in the ordinary course of business dealings.
9. Except for transactions authorized under paragraph 5 of these instructions, if a participant in a covered transaction knowingly enters into a lower tier covered transaction with a person who is proposed for debarment under 48 CFR Part 9, subpart 9.4, suspended, debarred, ineligible, or voluntarily excluded from participation in this transaction, in addition to other remedies available to the Federal government, the department or agency with which this transaction originated may pursue available remedies, including suspension and/or debarment.

■ 4.10 Certification Regarding Debarment, Suspension, Ineligibility, and Voluntary Exclusion – Lower Tier Covered Transactions

1. The prospective lower tier participant certifies, by submission of this proposal, that neither it nor its principals is presently debarred, suspended, proposed for debarment, declared ineligible, or voluntarily excluded from participation in this transaction by any Federal department or agency.
2. Where the prospective lower tier participant is unable to certify to any of the statements in this certification, such prospective participants shall attach an explanation to this proposal.

■ 4.11 Environmental Impact

The Governor's Representative for Highway Safety has reviewed the State's Fiscal Year 2008 highway safety planning document and hereby declares that no significant environmental impact will result from implementing this Highway Safety Plan. If, under a future revision, this Plan will be modified in such a manner that a project would be instituted that could affect environmental quality to the extent that a review and statement would be necessary, this office is prepared to take the action necessary to comply with the National Environmental Policy Act of 1969 (42 USC 4321 et seq.) and the implementing regulations of the Council on Environmental Quality (40 CFR Parts 1500-1517).

Phillip Kydd
Assistant Director
Administrative Services

Date

5.0 Program Cost Summary

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

State: Rhode Island

Highway Safety Plan Cost Summary

2008-HSP-1

Report Date: 08/23/2007

For Approval

Program Area	Project	Description	Prior Approved Program Funds	State Funds	Previous Bal.	Incre/(Decre)	Current Balance	Share to Local
NHTSA								
NHTSA 402								
Planning and Administration								
	PA-2008-00-00-00		\$.00	\$221,608.00	\$.00	\$80,000.00	\$80,000.00	\$.00
	Planning and Administration Total		\$.00	\$221,608.00	\$.00	\$80,000.00	\$80,000.00	\$.00
Alcohol								
	AL-2008-00-00-00		\$.00	\$4,167,264.36	\$.00	\$136,923.31	\$136,923.31	\$55,000.00
	Alcohol Total		\$.00	\$4,167,264.36	\$.00	\$136,923.31	\$136,923.31	\$55,000.00
Motorcycle Safety								
	MC-2008-00-00-00		\$.00	\$.00	\$.00	\$108,792.15	\$108,792.15	\$.00
	Motorcycle Safety Total		\$.00	\$.00	\$.00	\$108,792.15	\$108,792.15	\$.00
Occupant Protection								
	OP-2008-00-00-00		\$.00	\$2,193,770.68	\$.00	\$207,626.05	\$207,626.05	\$151,745.00
	Occupant Protection Total		\$.00	\$2,193,770.68	\$.00	\$207,626.05	\$207,626.05	\$151,745.00
Pedestrian/Bicycle Safety								
	PS-2008-00-00-00		\$.00	\$.00	\$.00	\$66,786.74	\$66,786.74	\$.00
	Pedestrian/Bicycle Safety Total		\$.00	\$.00	\$.00	\$66,786.74	\$66,786.74	\$.00
Police Traffic Services								
	PT-2008-00-00-00		\$.00	\$4,544,123.36	\$.00	\$248,432.77	\$248,432.77	\$192,750.00
	Police Traffic Services Total		\$.00	\$4,544,123.36	\$.00	\$248,432.77	\$248,432.77	\$192,750.00
Traffic Records								
	TR-2008-00-00-00		\$.00	\$.00	\$.00	\$204,815.03	\$204,815.03	\$.00
	Traffic Records Total		\$.00	\$.00	\$.00	\$204,815.03	\$204,815.03	\$.00
Safe Communities								
	SA-2008-00-00-00		\$.00	\$.00	\$.00	\$30,488.61	\$30,488.61	\$30,000.00
	Safe Communities Total		\$.00	\$.00	\$.00	\$30,488.61	\$30,488.61	\$30,000.00

Program Area	Project	Description	Prior Approved Program Funds	State Funds	Previous Bal.	Incr/(Decre)	Current Balance	Share to Local	
Paid Advertising									
	PM-2008-00-00-00		\$.00		\$.00	\$.00	\$287,800.00	\$287,800.00	\$285,000.00
	Paid Advertising Total		\$.00		\$.00	\$.00	\$287,800.00	\$287,800.00	\$285,000.00
	NHTSA 402 Total		\$.00	\$11,126,766.40	\$.00	\$1,371,664.66	\$1,371,664.66	\$1,371,664.66	\$714,495.00
405 OP SAFETEA-LU									
	K2-2008-00-00-00		\$.00	\$78,291.00	\$.00	\$70,000.00	\$70,000.00	\$70,000.00	\$70,000.00
	405 Occupant Protection Total		\$.00	\$78,291.00	\$.00	\$70,000.00	\$70,000.00	\$70,000.00	\$70,000.00
	405 OP SAFETEA-LU Total		\$.00	\$78,291.00	\$.00	\$70,000.00	\$70,000.00	\$70,000.00	\$70,000.00
408 Data Program SAFETEA-LU									
	K9-2008-00-00-00		\$.00	\$150,750.00	\$.00	\$603,000.00	\$603,000.00	\$603,000.00	\$241,200.00
	408 Data Program Incentive Total		\$.00	\$150,750.00	\$.00	\$603,000.00	\$603,000.00	\$603,000.00	\$241,200.00
	408 Data Program SAFETEA-LU Total		\$.00	\$150,750.00	\$.00	\$603,000.00	\$603,000.00	\$603,000.00	\$241,200.00
410 Alcohol SAFETEA-LU									
	K8-2008-00-00-00		\$.00	\$376,859.00	\$.00	\$680,578.00	\$680,578.00	\$680,578.00	\$.00
	410 Alcohol SAFETEA-LU Total		\$.00	\$376,859.00	\$.00	\$680,578.00	\$680,578.00	\$680,578.00	\$.00
2010 Motorcycle Safety									
	K6-2008-00-00-00		\$.00	\$.00	\$.00	\$195,000.00	\$195,000.00	\$195,000.00	\$.00
	2010 Motorcycle Safety Incentive Total		\$.00	\$.00	\$.00	\$195,000.00	\$195,000.00	\$195,000.00	\$.00
	2010 Motorcycle Safety Total		\$.00	\$.00	\$.00	\$195,000.00	\$195,000.00	\$195,000.00	\$.00
1906 Prohibit Racial Profiling									
	K10-2008-00-00-00		\$.00	\$278,009.00	\$.00	\$1,112,033.55	\$1,112,033.55	\$1,112,033.55	\$200,000.00
	1906 Prohibit Racial Profiling Total		\$.00	\$278,009.00	\$.00	\$1,112,033.55	\$1,112,033.55	\$1,112,033.55	\$200,000.00
164 Transfer Funds									
	164AL-2008-00-00-00		\$.00	\$.00	\$.00	\$1,196,439.99	\$1,196,439.99	\$1,196,439.99	\$1,188,939.99
	164 Alcohol Total		\$.00	\$.00	\$.00	\$1,196,439.99	\$1,196,439.99	\$1,196,439.99	\$1,188,939.99
164 Hazard Elimination									
	164HE-2008-00-00-00		\$.00	\$.00	\$.00	\$2,000,000.00	\$2,000,000.00	\$2,000,000.00	\$2,000,000.00
	164 Hazard Elimination Total		\$.00	\$.00	\$.00	\$2,000,000.00	\$2,000,000.00	\$2,000,000.00	\$2,000,000.00
	164 Transfer Funds Total		\$.00	\$.00	\$.00	\$3,196,439.99	\$3,196,439.99	\$3,196,439.99	\$3,188,939.99
	NHTSA Total		\$.00	\$12,010,675.40	\$.00	\$7,228,716.20	\$7,228,716.20	\$7,228,716.20	\$4,414,634.99
	Total		\$.00	\$12,010,675.40	\$.00	\$7,228,716.20	\$7,228,716.20	\$7,228,716.20	\$4,414,634.99

Amendment A

Section 402 Projects and Activities

Amendment A: Section 402 Projects and Activities¹

3.9 Planning and Administration (See HSP pg. 3-32) (08-00PA - \$80,000)

3.1 Impaired Driving (See HSP pg. 3-1) (08-00AL - \$136,923.31)

Minority Outreach	\$ 30,000.00	
Municipal Police Academy	\$ 10,000.00	Conduct Standardized Field Sobriety Training and Drug Recognition Expert training
Young Drivers	\$ 15,000.00	Outreach

3.5 Motorcycles (See HSP pg. 3-18) (08-00MC - \$108,792.15²)

3.2 Occupant Protection (See HSP pg. 3-6)

Minority Outreach	\$ 30,000.00	
Rollover Simulator	\$ 5,000.00	RI State Police 4-hr. OT details
Municipal Police Depts.	\$ 46,995.00	4-hr. OT details to support CIOT mobilization (May-June)
Resource Center	\$ 10,000.00	Print materials and motorist incentive promo items in support of outreach
Safety Events	\$ 10,000.00	ed @ Child Opportunity Zone/YMCA safety days
Young Drivers	\$ 15,000.00	ed. incl. peer led "Teen OP Strategies" train the trainer
Observational Survey	\$ 34,750.00	Statewide seat belt (June) & "mini-pre" (May)

3.6 Other Road Users (See HSP pg. 3-21) (08-00PS - \$66,786.74)

Safety Events	\$ 10,000.00	ed @ Child Opportunity Zone/YMCA safety days
Resource Center	\$ 5,000.00	Print materials and motorist incentive promo items in Support of outreach

¹ Note: totals for projects may not equal total for entire category due to exclusion of OHS staff salaries and audit fees.

² No projects funded with 402 monies (total consists of OHS salary and audit fees only).

3.3 Speed (See HSP pg. 3-11)
(08-00PT - \$248,432.77)

RI State Police	\$ 75,450.00	4-8 hr. speed/aggressive driving OT patrols- Troopers will target speed enforcement patrols on non interstate roadways with speed limits of ≤35 mph incl. 8 hr. details during Operation C.A.R.E. (Combined Accident Reduction Effort) periods of Thanksgiving weekend, IACP Holiday Lifesaver weekend (Dec. 21-23) All American Buckle-up Week/Memorial Day weekend and Fourth of July and Labor Day weekends; Troopers to attend C.A.R.E., Lifesavers and State and Provincial Police Planning Officers Sec. (IACP) conferences.
Municipal Police Depts.	\$123,000.00	4-hr. details during three State mobilizations

3.7 Traffic Records (See HSP pg. 3-27)
(08-00TR - \$204,815.03²)

Safe Communities
(08-00SA - \$30,488.61)

Woonsocket SCP	\$ 30,000.00	<p>Objectives:</p> <ul style="list-style-type: none"> To increase use of appropriate child safety seats; To decrease child safety seat misuse; To increase use of seatbelts by community residents; To increase guidance about traffic safety by healthcare professionals; To increase bike helmet use for children under 16 years of age; and To utilize hospital data to create a report on the number of traffic-related injuries in the community in order to measure anticipated behavioral changes.
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Paid Media
(08-00PM - \$287,800.00)

Speed	\$ 20,000.00	Supports enforcement
Occupant Protection	\$155,000.00	“
Creative	\$110,000.00	Public relations contractor for creative only
