



FFY24-26 TRIENNIAL
**HIGHWAY SAFETY
PLAN** PUERTO RICO

PUERTO RICO
**TRAFFIC
SAFETY
COMMISSION**

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ACKNOWLEDGEMENTS

The Puerto Rico Traffic Safety Commission would like to express its profound gratitude to Ms. Joeidy L. Flores-Rivera, DrPH(c), of the University of Puerto Rico- Río Piedras Campus, Project FIESTA II. Her tenacious work and dedication made possible the Meaningful Community Engagement Study and Report. Special thanks go to Mr. Wilfredo Cordero-Cruz, MECE, PE, RSP1, Transportation Engineer at Metrics Engineering and SHSP consultant. His contributions with the Performance Targets calculations are always on point.

June 30th, 2023
Revised August 10th, 2023

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Highway Safety Planning Process and Problem Identification

Introduction

Traffic safety is a priority in Puerto Rico, and the Puerto Rico Traffic Safety Commission (PRTSC) has been dedicating the last 51 years to addressing traffic-related issues and promoting the protection of citizens on our roads. The Highway Safety Plan is an essential tool utilized by the PRTSC to identify and address road safety problems on our island.

Planning Process

This 3yr. Plan is built upon a wide range of reliable data sources provided by entities such as the Puerto Rico Department of Transportation and Public Works (PRDTPW), the Puerto Rico Traffic Safety Commission (PRTSC), the Puerto Rico Highways and Transportation Authority (PRHTA), the Puerto Rico Department of Health, Courts Administration, SHSP and PR Road Sa and other relevant sources. This data includes information on fatal and serious injury crashes, fatalities data, traffic data, safety improvement projects, among others.

The 2024-2026 **3** Highway Safety Plan represents a multi-phase effort led by the PRTSC, under the leadership of the Federal Program Manager and the staff of Traffic Program Coordinators, with support from various sectors related to road safety, including engineering, education and enforcement elements.

This plan focuses on specific emphasis areas such as non-motorized road users, traffic records systems, motorcyclist safety, speed and aggressive drivers, driving under the influence of alcohol and other substances, occupant protection, community programs and media.

Through the implementation of this Plan, Puerto Rico aims to continuously improve road safety and reduce the number of traffic crashes and related injuries. This report will provide an in-depth overview of the achieved progress, pending challenges, and future strategies to ensure safer driving and protect the lives and well-being of all citizens in Puerto Rico.

The best part of all will be the continue efforts, new sources of data, communities involvement/ opinions and the development of the new roadway



Infrastructure which will required further and deeper analysis of traffic trends, issues and their impacts on crashes severity, injuries and fatalities.

The planning process is a continuous one since all factors and events that take place during the year must be considered in the process.

PLANNING PROCESS AND EXECUTION OF HSP

- 1 Review the most recent data available. (Fatalities, Serious Injuries, Injuries Crashes, Property of Damage and Surveys)
- 2 Ensure FARS analyst provides the latest fatality statistics and compare it with PRPD data.
- 3 Analyze crash data trends in conjunction with Road Safety Observatory Database.
- 4 Prepare letter and published Public Notice to request proposals.
- 5 Prepare Problem Identification after data analysis.
- 6 HSP planning, tasks distribution, to participate of webinars and regulations.
- 7 To receive subrecipients proposals and new proposals.
- 8 To read and review proposals with the Project Proposal Evaluation Checklist & Monitor Comments and the Project Agreement Assessment Form. If necessary, ask proponent for clarifications.
- 9 HSP outline; prioritize traffic problems, distribute modules for writing, and set goals with strategies.
- 10 Insert data analysis, justification of planned activities, countermeasures, and performance target. Include tables, graphs, and other information required.
- 11 Select projects to include in the Highway Safety Plan, funding and matching decisions and Project's List preparation.
- 12 Complete 405 grants applications.
- 13 Review the last draft, sign certifications, and assurances and send it to NHTSA.
- 14 To approve Project Agreements and commence FFY.
- 15 After the fiscal year ends, annual data and documentation are gathered, reviewed, organized and evaluated.
- 16 Annual Report and close out are prepared and submitted to NHTSA.

Surely the above steps summarize the HSP planning and execution process however unforeseen events such as hurricanes, earthquakes global pandemics can or a simple



change of order due to money constraints or staff reduction can altered the planning and execution process.

Data Source and Processes

The success of PRTSC's mission heavily relies on establishing partnerships and collaborating with stakeholders in the field of traffic safety. Safety problems, specific performance targets and strategies are determined by:

- * Puerto Rico Department of Transportation and Public Works (PRDTPW) fatal and serious injury crash data
- * Puerto Rico Traffic Safety Commission (PRTSC) traffic fatalities data
- * Puerto Rico Highways and Transportation Authority traffic data (i.e., Vehicle Miles Traveled (VMT), Annual Average Daily Traffic (AADT), roadway miles)
- * Puerto Rico Statewide Transportation Improvement Program (STIP)
- * United States Census Bureau
- * ETC Explorer from the US Department of Transportation-Justice⁴⁰
- * PR Road Safety Observatory
- * Puerto Rico Strategic Highway Safety Plan 2019-2023
- * Bipartisan Infrastructure Law (BIL) and 23 CFR Part 1300 Uniform Procedures for State Highway Safety Grant Programs
- * NHTSA Uniform Guidelines for Highway Safety Programs
- * Countermeasures That Work, 10th edition.

Additionally, the different PRTSC Task Forces, ID Program Assessment contributed additional pertinent and relevant information regarding safety concerns that were not discernible from the existing data. This includes insights into processes and data limitations, requirements for supplementary data, and outdated data. Also, the HSP and SHSP will continue to use the KABCO Classification Scale for reporting serious injuries crashes. This scale is readily available through the newly introduced crash form PPR-621.4.

PRTSC employs a dual categorization system to identify safety concerns, encompassing engineering/planning processes and public processes. The Puerto Rico SHSP and HSP are representative of the engineering/planning processes, utilizing the most relevant and accessible data to identify areas in need of improvement, known as SHSP Emphasis Areas. These areas are then assigned performance goals and objectives based on specific performance measures, followed by the implementation of targeted quantitative and qualitative strategies and actions. This comprehensive approach ensures a fresh and dynamic approach to addressing safety challenges.

A groundbreaking approach to performance evaluation involves the division of measures into two categories: core performance measures and safety indicators directly linked to specific issues outlined in the **3** Highway Safety Plan (**3**HSP). These issues include, for instance, motorcyclists' fatalities, observed seat belt use. Moreover, the performance measures seamlessly align with the SHSP's Emphasis Areas for the period spanning 2024 to 2026. These Emphasis Areas encompass critical domains such as pedestrians, traffic

records system, safety gear, addressing speed & negligent drivers, combating the impact of alcohol and other substances, and tracking incidents. Both the HSP and the SHSP share core performance measures, including the number of traffic fatalities, the number of serious injuries, and the fatality rate per 100 million VMT. Furthermore, they both address specific safety problems such as unrestrained-related fatalities, alcohol-impaired driving fatalities, speeding-related fatalities, unhelmeted fatalities, and non-motorized fatalities.

The effectiveness of strategies and actions implemented in Puerto Rico relies significantly on these performance measures. They play a crucial role in assessing the impact and success of ongoing efforts. Each year, safety stakeholders from diverse sectors in Puerto Rico collaborate to evaluate alternatives, guided by the SHSP and HSP, in order to determine the most optimal path forward. This collective effort aims to achieve the goals set for enhancing highway safety across the region. The performance measures serve as a cornerstone for informed decision-making, fostering a culture of continuous improvement within Puerto Rico's road safety initiatives. Through their endorsement of the actions and strategies outlined in the HSP and SHSP, stakeholders successfully foster a culture of strategic planning, data-driven decision-making, and progress evaluation, serving as the driving force for highway safety enhancements in Puerto Rico. The actions specified in the SHSP, designed for a five-year timeline, are allocated annually across the HSP, SHSP Action Plans, and the PRHTA HSIP projects list (STIP). These plans undergo periodic revisions based on Puerto Rico's performance in each of the performance measures.

Problem Identification Process

According to NHTSA, a highway safety crash problem is defined as "a specific group of drivers, pedestrians, vehicles, or roadways that exhibits a statistically higher occurrence of crashes than what is typically expected." The presence of an over-represented subgroup in these crashes implies that there may be certain characteristics within the subgroup that contribute to the occurrence of these crashes.

Problem identification involves studying the correlations between crashes and population characteristics, licensed drivers, registered vehicles, and vehicle miles. There are numerous factors that can influence motor vehicle crashes and should be considered when conducting comparative analyses. For instance, variations in population composition, modes of transportation, highway systems, economic conditions, climate, among others, are factors that should also be considered when analyzing traffic problems. Being able to identify these factors greatly contributes to the planning and selection of countermeasures. By identifying and rectifying the contributing characteristics, the crash experience of these identified subgroups can be improved, resulting in a reduction in traffic crash injuries, fatalities, and economic impacts.

The identification of road safety problems in Puerto Rico relies on a comprehensive approach that involves a variety of sources of information and databases as mentioned previously (PRDTPW, PRTSC, PRHTA, etc.). The process of identifying road safety issues in

Puerto Rico is facilitated through the utilization of this wide array of information sources and databases. Crashes data, fatality trends, traffic volume, and safety improvement projects are analyzed to identify specific subgroups of drivers, pedestrians, vehicles, or road sections that exhibit a statistically higher occurrence of accidents than expected.

Once these subgroups and problematic areas are identified, more detailed analyses can be conducted to understand the underlying characteristics and factors contributing to these safety problems. This information is crucial for the development and implementation of effective road safety strategies and the selection of appropriate countermeasures that help reduce injuries, fatalities, and minimize the economic impact associated with traffic crashes in Puerto Rico.

Puerto Rico's Population Profile

Population Yr. 2020 = 3,285,584

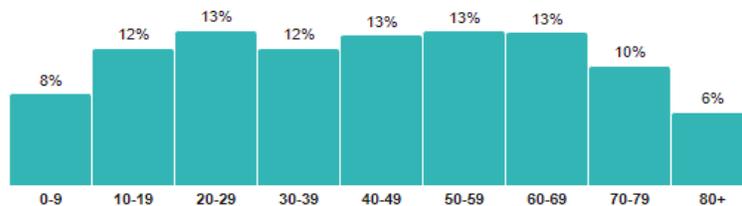
Population Yr. 2010 = 3,722,789

- 11.8% of population reduction from 2010 to 2020

AGE

Puerto Rico

Population by age range

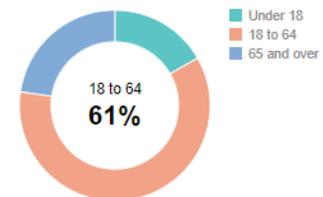


Census Reporter

[About this chart](#)

Puerto Rico

Population by age category



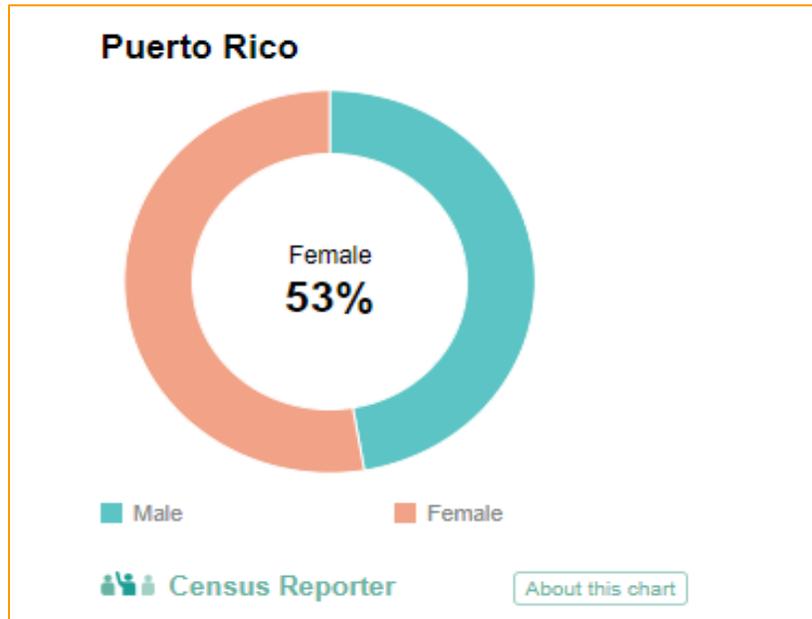
Census Reporter

[About this chart](#)

- 30% of total population is 60 years old and over
- 26% of total population is between 40-59 years old
- 12% of total population is between 30-39 years old
- 83% of total population is 18 years old and over, legally able to consume alcohol in Puerto Rico.
- Approximately 6% of total population is 8 years old and younger and required by law to travel in child restraints.
- Median age in Puerto Rico is 44 years old.

SEX/GENDER

- Females represent the 53% of total population.

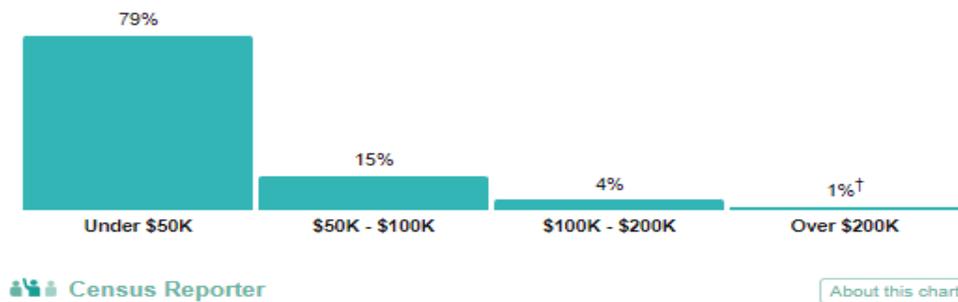


INCOME

- The per capita income is \$14,468
- The median household income is \$22,237
- 40.5% of total population lives below poverty lines

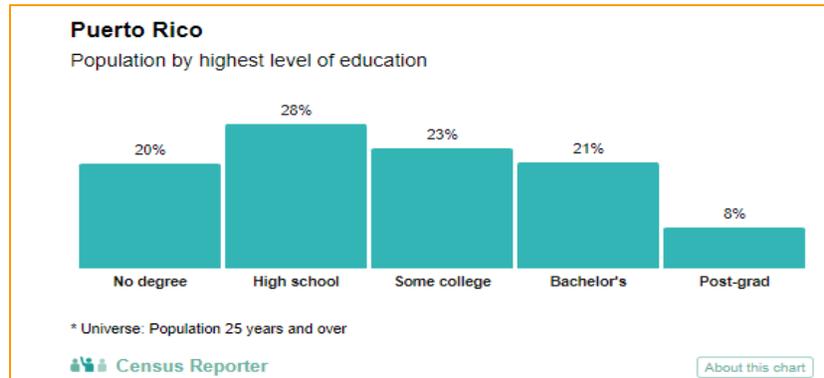
Puerto Rico

Household income



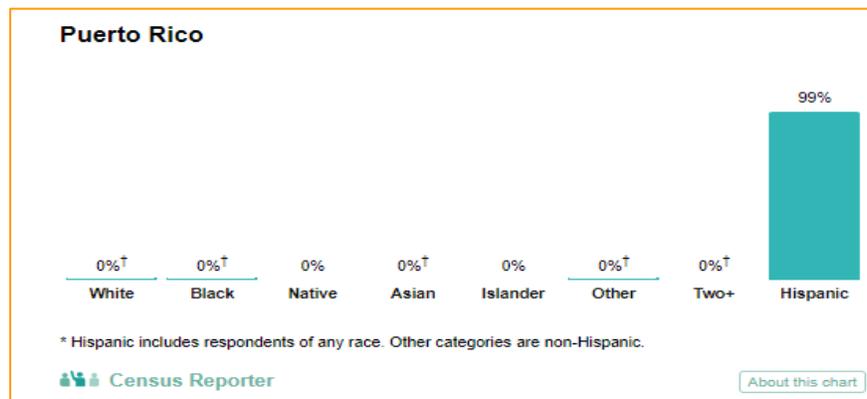
EDUCATION

- 79.7% of total population have a High School degree or higher
- 28.5% of total population have a bachelor's degree or higher



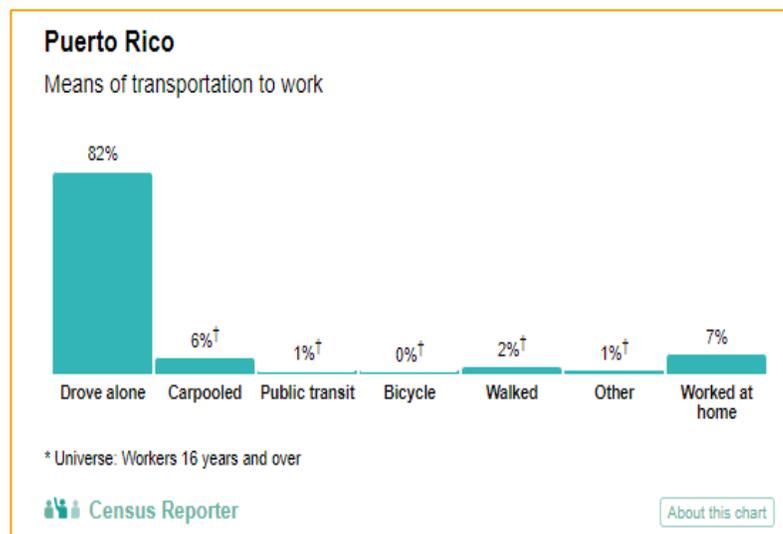
RACE AND ETHNICITY

- 99% of total population is Hispanic

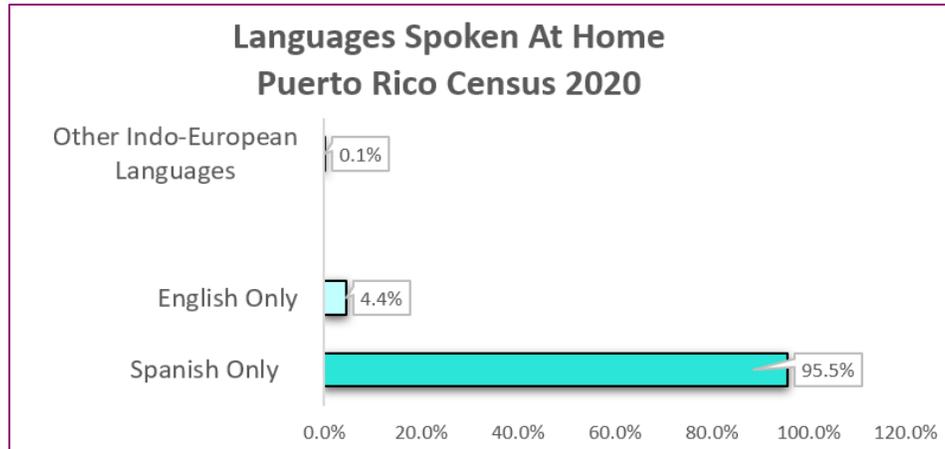


TRANSPORTATION

- For individuals who are part of the labor force, the average travel time to their workplace is 27.1 minutes.
- 88% of total population commute to their jobs in a motor vehicle.
- 1% of total population use public transportation to commute to their workplace
- 2% of total population walk to their workplace



Language



Source: U.S. Census Bureau (2020-2021). American Community Survey 1-year estimates. Retrieved from Census Reporter Profile page for Puerto Rico. <http://censusreporter.org/profiles/04000US72-puerto-rico/>

According to the New Community Resilience Estimates (CRE) article (Gurrentz, Scurry & Notter, 2023), published by the US Census Bureau, nearly half, 46.1%, of Puerto Rico's population was estimated to have three or more risk factors ranging from poverty to age, more than double the estimated share (21.6%) of the stateside U.S. population in 2019. In addition, all municipalities (municipalities or county-level equivalents) in Puerto Rico and 87.0% of census tracts (equivalent to neighborhoods) had higher rates of individuals with three or more risk factors compared to the U.S. estimate.

Countermeasure and Strategy Selection Process

Countermeasures and Strategies Selection Process is a thoroughly analysis target oriented. Evidence based countermeasures provide a solid frame to build programs and projects upon proven strategies.

Selection process commenced by identifying traffic safety problems and trending issues impacting/causing crashes, injuries and fatalities. As part of the process, a comprehensive reading and interpretation of the 23 CFR-Uniform Procedure For State Highway Safety Grant Programs was conducted, a revision of the NHTSA Uniform Guidelines For State Highway Safety Programs and the Countermeasures That Work 10th edition.

Determining proper countermeasures and strategies is key for project implementation. Outcomes can be forecast if implementation process is not altered by unforeseen variables and proper countermeasures provides for further development and continuous improvement.

The countermeasures and associated strategies included in this 3HSP have been selected because of their national effectiveness providing space to be developed and improved by experience.

Participants

The PRTSC involves a diversity of state and local traffic safety partners. Partners such as the Puerto Rico SHSP Team, PRDOT and Roads Authority with its Traffic Improvements Division, ACAA, PR DMV, Road Observatory, Traffic Community Programs and FIESTA Projects. In addition to the PRPD Statistical Division and municipalities police corps to further enhance the effectiveness of their efforts. For this 3HSP a new set of communities partners have been engage in order to survey best strategies and add community concerns about their traffic safety. Furthermore, these working groups also seek to expand the representation of partners to include new voices and perspectives to engage in community initiatives within the traffic safety domain, ensuring a comprehensive and well-rounded approach. This inclusive approach ensures a comprehensive and well-rounded strategy to address the challenges at hand.

Engagement with underserved Communities

Engagement with underserved communities for road safety involves actively involving and collaborating with marginalized or underrepresented populations to ensure their meaningful participation in decision-making processes and initiatives. It is crucial to prioritize public engagement efforts that go beyond symbolic gestures and truly empower these communities to contribute their perspectives, experiences, and knowledge.

Meaningful public participation in road safety initiatives requires creating inclusive spaces for dialogue, actively seeking input from underserved communities, and addressing their specific concerns and needs. This can be achieved through targeted outreach, culturally sensitive communication, and the provision of accessible information.

Furthermore, engaging with underserved communities involves recognizing and addressing systemic barriers that may limit their participation, such as transportation limitations or limited access to technology. Strategies should be implemented to ensure that these communities have equitable access to participate in road safety planning, policy development, and the implementation of interventions.

By fostering meaningful engagement with underserved communities, road safety initiatives can become more responsive, effective, and equitable. It allows for the co-creation of solutions that address the specific challenges faced by these communities and helps build trust, legitimacy, and ownership of road safety efforts among all stakeholders.

Description of Highway Safety Problems

Highway safety problems refer to the various issues and challenges that contribute to crashes, injuries, and fatalities on roadways. These problems can arise from a combination of factors involving road infrastructure, vehicles, and human behavior. Understanding and describing these highway safety problems is essential for implementing effective strategies to mitigate risks and improve overall road safety.

Every year, Puerto Rico experiences the loss of hundreds of lives and the injury of thousands of individuals as a result of traffic crashes. Even though over the years we have managed to reduce traffic crashes, they remain one of the major public health problems we have on the island.

The highway safety problems in Puerto Rico are affected by some factors, including the fiscal situation and budget cuts on the island. These financial limitations can influence the ability to maintain and improve road infrastructure, implement appropriate safety measures, and provide the necessary resources for road safety education and law enforcement.

Furthermore, Puerto Rico's geographical location also contributes to numerous situations on the roads. For example, when a hurricane hits the island, road and transportation infrastructure is severely damaged by weather conditions flooding, power outage meaning an increased likelihood of crashes and accidents.

These problems also include:

- ✦ Poor road infrastructure: Roads in Puerto Rico can suffer from issues such as potholes, lack of maintenance, inadequate signage, and a lack of proper safety measures. These conditions can increase the risk of crashes and make it more difficult for drivers, pedestrians, and cyclists to stay safe.
- ✦ Dangerous driving behaviors: Aggressive driving, speeding, distracted driving (such as cellphone use), drunk driving, and other forms of irresponsible behavior behind the wheel contribute to a higher risk of crashes on Puerto Rico's roads.
- ✦ Lack of education and awareness: A lack of education and awareness about traffic rules and road safety can be a significant problem. Many drivers and pedestrians may be unaware of or not follow traffic regulations properly, increasing the chances of collisions and injuries.

These combined factors present additional challenges for road safety in Puerto Rico. It is essential to address these problems through strategic planning, adequate investment in infrastructure and road safety programs. By comprehensively addressing these

challenges, progress can be made towards improving road safety and protecting road users in Puerto Rico.

Methods for Project Selection

During the evaluation process for grant applications, the PRTSC team assesses meticulously the impact of crashes, fatalities, and injuries within the high-risk geographic areas associated with each proposed grant project. Every project proposal undergoes a comprehensive, standardized, and multi-tiered review encompassing both quantitative and qualitative assessments. This includes an evaluation of the problem identification, operational plan and strategies, performance targets, evaluation plan, and budget.

Additionally, the performance history of the grantee is thoroughly assessed, considering progress reports, financial claims, and on-site monitoring reports where applicable. The proposals must align seamlessly with the priorities outlined in PRTSC Highway Safety Strategic Plan (**3HSP**) and the evidence-based strategies that have been identified.

A designated PRTSC team diligently evaluates all project proposals. This ensures a comprehensive and well-rounded assessment of each submission. It is important to note that the project review process incorporates distinct elements tailored to the specific program areas, as detailed below.

- * Proposals for **Impaired Driving and Youth Impaired Driving** must include EB strategies and/or Program Assessment recommendations and adherence to funds restrictions.
- * Proposals for **Police Traffic Services** grants must include evidence-based enforcement strategies that are consistent with the state's evidence-based Traffic Safety Enforcement Program (TSEP). Coordinator and LEL discuss projects.
- * Project proposals for **Motorcycle Safety** are also reviewed to verify compliance with regulations applicable and funds restrictions.
- * Project proposals for **Non-motorized (Pedestrians and Bicyclists)** strategies are assessed for their impact on the communities, population and outreach programs.
- * Proposals for **Occupant Protection** projects are also assessed for their efforts to address the high-risk groups. The Child Passenger Safety Program also has to adhere to funds regulations. Applications for Low-Income Education and Distribution Programs are also assessed to ensure that the populations that are served qualify for the receipt of child safety seat.
- * Project proposals for **Traffic Records** funding are assessed for their impact on the core traffic safety data systems and the consistency of the proposed strategies with Strategic Plan or in response to the assessment previously

conducted. Proposals are also reviewed to verify that they have been previously approved by the state's TRCC.

- * Project proposals for **Community Traffic Safety Programs** are assessed to determine the depth of the agency's knowledge of the demographics and traffic safety problems in their locality. In addition, to a fairly inclusion of underserved communities within the regions they served.

Coordination with SHSP

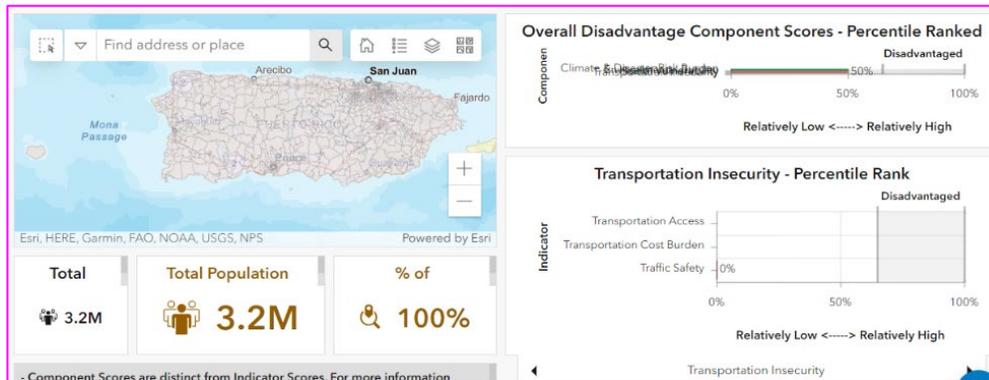
The coordination between the HSP and the SHSP has been essential for joint work among all the safety stakeholders. These common tasks are addressed through the Emphasis Area Team Meetings, which are held every quarter. In these meetings, the stakeholders of the 4Es present their problems and challenges to reduce crashes and fatalities from different perspectives. Other activities that are important are the Road Safety Summits, progress meetings with the steering and executive committee.

The results of this coordination between plans have been the improvement of the technical content available to make decisions based on data and with real and achievable strategies. For example, sharing information and analyzing crash and fatality data together to establish joint performance measures. These joint decisions manage to provide redundancy in how to achieve the general objectives. The relationship between road safety stakeholders has also evolved thanks to the continuity that the HSP and the SHSP provide.

Public Participation and Engagement

Starting Goals

- * To encourage community participation in the development of road safety projects.
- * To evaluate the strategies presented by area of emphasis on road safety and categorize them by priority according to the criteria of the participants in the meetings in the communities.
- * To receive feedback on the educational campaigns of the different areas of emphasis on road safety conceived and produced by the PRSC.



It is essential that PRSC strategies and decisions are rooted in the understanding and inclusion of the communities that use and rely on our

roads system. Citizens and road users have invaluable local knowledge and experience that can provide accurate information to identify problems and develop effective solutions aiming at target Zero deaths at our roads. In addition, community involvement can foster greater acceptance and adherence to road safety initiatives, by allowing people to feel that their concerns are heard and that they can significantly contribute to improving road safety in their communities.

As part of the people's responses and suggestions, PRSC can evaluate the feasibility of the implementation of proposed solutions into Projects framed within the Uniform Guidelines for State Highway Safety Programs and Countermeasures That Work.

For this first phase of the Meaningful Community Engagement, no scientific or layered GIS analysis was conducted to determine high fatality crash locations or overrepresented spots.

A search for reliable data from the US DOT Justice40 Disadvantage Communities from the site ETC Explorer was conducted. However, due to insufficient data related to certain indicators, it wasn't a good source of information.

***Index score for Alaska, Hawaii and the territories are calculated separately due to unavailable data for certain indicators. The Explorer visualizes unavailable indicator data as '0' values.**

According to the New Community Resilience Estimates (CRE) article (Gurrentz, Scurry & Notter, 2023), published by the US Census Bureau, nearly half, 46.1%, of Puerto Rico's population was estimated to have three or more risk factors ranging from poverty to age, more than double the estimated share (21.6%) of the stateside U.S. population in 2019. In addition, all municipalities (municipalities or county-level equivalents) in Puerto Rico and 87.0% of census tracts (equivalent to neighborhoods) had higher rates of individuals with three or more risk factors compared to the U.S. estimate.

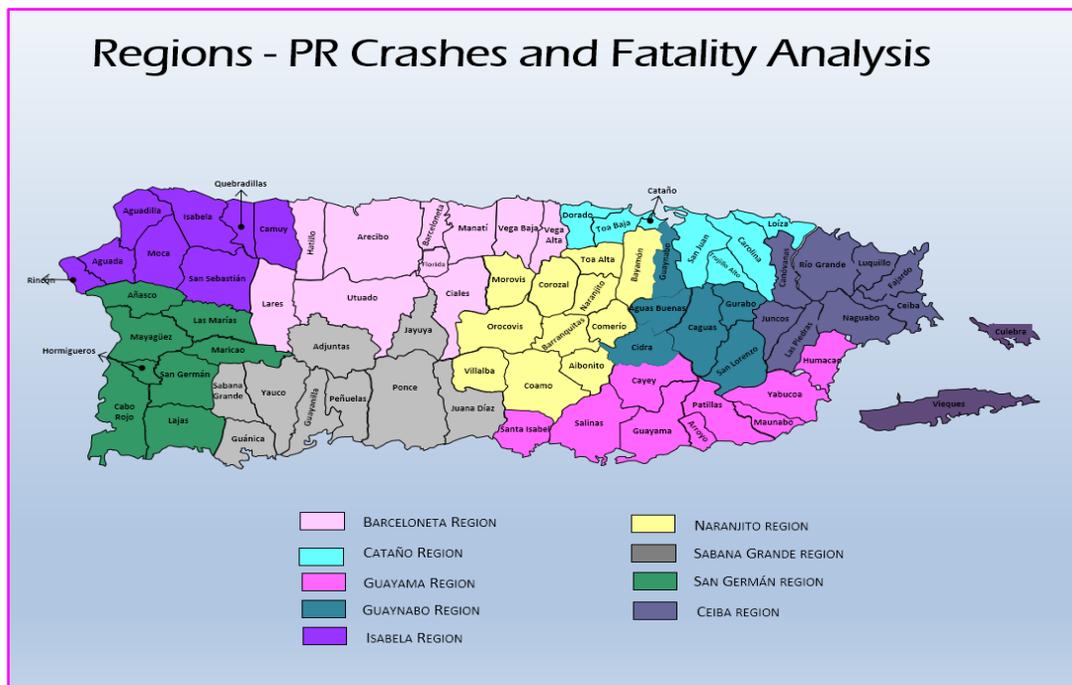
Puerto Rico, as a territory of the United States, does have unique circumstances compared to the mainland. It is essential to understand the context of Puerto Rico's status and the impact it has on several aspects of life on the island, including transportation and traffic safety. The demographics of the island are different from those of the mainland as Puerto Rico has a predominantly Hispanic/Latino population, which makes up a significant portion of the island's population (99%). As established by the DOT's Equity Action Plan and Executive Order 13985, it has been demonstrated that Hispanic/Latino populations have historically been underserved communities disproportionately affected by traffic crashes. This alarming disparity in traffic safety underscores the urgent need to the specific challenges faced by Puerto Rico's Hispanic/Latino communities.

In particular, the island's disadvantaged position further exacerbates the challenges faced by its residents. Approximately 40.5% of total population lives below poverty lines according the 2020 Census. Cost of living including electricity have been rising for the last 20 years ranking this utility one of the highest amongst the Nation which directly affect every operation, household, business and government. Other factors contributing to this disadvantage: economic constraints and an Oversight Board appointed by Congress seeking the powers of our elected government, slow down the already burocratic system that affect all components of our state and municipal government; the limited access to resources and infrastructure, fostering community resilience becomes paramount to ensure the well-being and safety of the local population. Recognizing the historical inequities faced by Hispanic/Latino communities and their disproportionate vulnerability to traffic crashes is the first step towards driving positive change. By emphasizing community resilience and working together to address the island's disadvantages, we can build a more resilient and safer future for all residents.

PRTSC conducted a simple yet broad analysis using the nine (9) regions in which the PRTSC divides the island was conducted. Analysis included What, Where, When, Why and Who crashed and died on traffic crashes. A sample of the most representative group of road user affected or the group that stood out was selected to participate in a meeting or one to one. In addition to these nine regions, five colleges were visited, and a formal meeting conducted at each one. Although traffic fatalities among age group 16-24 comprised 17% of total traffic fatalities between years 2019-2021, young people may be attracted to exciting or risky activities, such as driving at high speeds or experimenting with psychoactive substances. According to Delgado (2007), this is partly due to changes in the adolescent brain, which can lead to a heightened sense of reward and novelty-seeking behavior. In addition to their risky behavior, young



people tend to be more direct in their perceptions and speak their minds more easily than older groups, making youth groups a pleasant gathering for meaningful conversations, thoughts, opinions, and creative alternatives as a way to address old problems.



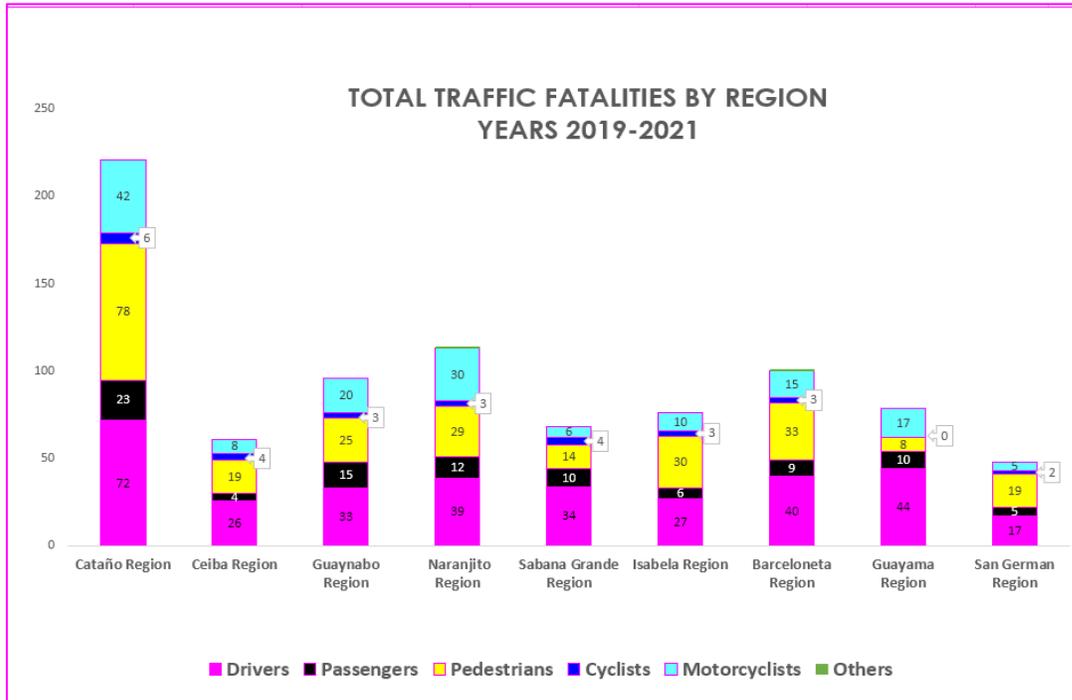
Methodology for Selecting 3HSP Engaged Communities -Year One

To determine the sample size needed to obtain representative results that could be generalized to the entire population of the island, a sample size calculation was made with a confidence level of 95% and a margin of error of 5%. Based on the sample size formula, it was determined that a sample of approximately 385 participants was needed to achieve this level of confidence and margin of error. However, thanks to the great response from the community and the dissemination of the online questionnaire, we were able to exceed our expectations and obtained a total of 452 participants. This larger number of participants adds even more validity to our findings, providing an even clearer x-ray of the population's opinions and experiences regarding road safety and their perceptions.

The sample selection was done through a convenience sampling strategy, where participants were recruited with the help of the FIESTA Programs of the universities of UPR Aguadilla Campus, UPR Río Piedras Campus, UPR Cayey Campus, Pontifical Catholic University of Puerto Rico- Ponce Campus, UPR Ponce Campus and the PRTSC Community Programs, with the regions that each one serves, as well as through online questionnaires. This selection process ensured that the sample was varied and

reflected the demographic and geographic diversity of the selected regions of Puerto Rico.

Communities were selected from different regions of the island, seeking a diverse geographic and demographic representation. This selection allowed for a broad view of the diverse situations and challenges faced by the communities in terms of road safety.



A description of the Traffic safety problems within the regions visited:

ISABELA REGION

State Route Number	Aguada	Aguadilla	Camuy	Isabela	Moca	Quebradillas	Rincón	San Sebastián	Total
2	730	2133	792	1156	10	695	0	7	5523
111	3	321	0	0	1283	0	0	1376	2983
115	936	42	0	0	1	1	789	0	1769
110	74	693	0	0	881	0	0	1	1649
119	0	1	589	2	1	40	0	451	1084
107	1	1016	1	0	0	0	0	0	1018
125	1	10	0	0	375	0	0	620	1006
417	895	2	0	0	0	0	1	0	898
459	0	674	0	197	1	0	0	1	873
411	530	0	0	0	0	0	85	1	616

According to NHTSA Fatality Analysis Reporting System for the eight municipalities that comprise the Isabela Region (northeast of the island), seventy-six (76) traffic fatalities were registered for the years 2019 to 2021.

↳ For the Isabela region, the population 65 years old and older, represents 21.6%. Meaning that one of five road users is an older adult. This percentage is very similar to the percentage of total PR

- ↵ population of 65+ years old which is 22.7% according to the 2020 Census.
- ↵ Population overrepresented in traffic fatalities were **pedestrians** representing 39% of total traffic fatalities for the Isabela region.
- ↵ 34% of traffic fatalities occurred on primary road I-2.
- ↵ 37% of pedestrians killed (11), had a BAC.
- ↵ 2 pedestrians killed or 6% tested positive for drugs.
- ↵ 64 years old was the average age of the pedestrians killed in the 3-Yr period.
- ↵ 77% of total pedestrian fatalities occurred at dusky hours, such as 6PM or 6AM and the rest at nighttime where visibility is diminished for both, pedestrians and drivers.
- ↵ 10 (91%) of the 11 inebriated pedestrian fatalities took place at nighttime.
- ↵ 2 drugged pedestrians died at nighttime.
- ↵ Poverty within people 65+ years old is 38% in total population.
- ↵ A total of 17,419 traffic crashes were registered.

After analyzing these facts, PRISC can conclude that the Isabela region is a prone area for older pedestrian fatalities. In many cases related to impairment, but in addition dark hours and maybe, lack of visibility for both drivers and pedestrians. Engineering measures to improve the area and targeted educational actions should be adopted.

SAN GERMAN REGION

According to NHTSA Fatality Analysis Reporting System the San Germán Region is comprised of eight municipalities, Añasco, Las Marías, Mayagüez, Maricao, Hormigueros, San Germán, Cabo Rojo y Lajas. This region is in the southwestern part of the island and have a total of forty-eight (48) fatalities register in the three-year period 2019-2021.

- ↵ In the San Germán Region, the population overrepresented in traffic crashes are pedestrians 25-34 years old with 40% the total traffic fatalities for the region. Follow by drivers with 35%.
- ↵ Male fatalities were overrepresented with 77%.
- ↵ In addition, analysis of the fatalities of the region shows that nine or 19% of fatalities were over .08% BAC.
- ↵ Median age in the San German region is 45 years old.
- ↵ 40% of total pedestrian fatalities occurred between at dark time from 6:00 pm to 6:00 am

State Route Number	Añasco	Cabo Rojo	Hormigueros	Lajas	Las Marías	Maricao	Mayagüez	San Germán	Total
PR-2	725	17	650	2	0	0	3230	516	5140
PR-102	0	632	0	2	0	0	308	326	1268
PR-100	1	1011	27	0	0	0	4	1	1044
PR-402	885	0	0	0	0	0	0	0	885
PR-101	0	242	0	244	0	0	0	39	525
PR-114	0	51	124	0	0	0	206	112	493
PR-119	0	0	0	0	241	7	12	98	358
PR-108	23	1	0	0	31	0	284	0	339
PR-109	335	0	0	0	0	0	1	0	336
PR-103	0	327	6	0	0	0	1	0	334



- ✎ Mayagüez is the municipality with the highest number of fatalities in this region with sixteen or 33% of the total.
- ✎ 10% of the pedestrians who died on crashes were in Mayagüez.
- ✎ Speeding and the no use of the seat belt were 33% registered among those who died. Which can be associated with the pedestrian problem.
- ✎ A total of 10,722 traffic crashes were registered.

After analyzing these facts PRTSC conclude that the San Germán region is a prone area for adults pedestrian's fatalities. Some cases showed alcohol impairment as a contributing factor, speeding and the lack of use of seatbelts. Further engineering analysis and measures should be adopted to increase safety.

CATAÑO REGION

According to NHTSA Fatality Analysis Reporting System for the eight municipalities that comprise the Cataño Region (north of the island), two hundred twenty-one (221) traffic fatalities were registered for the years 2019 to 2021.

Total Traffic Crashes Cataño Region
Years 2020-2022

State Route Number	Carolina	Cataño	Dorado	Loíza	San Juan	Toa Baja	Trujillo Alto	Total
PR-22	5	657	517	0	1881	833	0	3893
PR-3	1819	1	1	34	655	4	1	2515
PR-18	0	0	0	0	1865	0	1	1866
PR-2	2	1	421	0	294	1054	1	1773
PR-181	2	0	0	1	534	0	1194	1731
PR-26	1074	0	1	0	609	0	0	1684
PR-187	190	1	0	1421	1	1	0	1614
PR-199	3	0	0	0	1134	0	412	1549
PR-1	4	1	1	1	1324	1	0	1332
PR-165	0	263	378	0	5	555	0	1201

- ✎ For the Cataño region, the population 60 years old and older, represents 21.9%. The total of PR population of 60+ years old which is 28% according to the 2020 Census.
- ✎ Population overrepresented in traffic fatalities were **pedestrians representing 35%** of total traffic fatalities for the Cataño region.
- ✎ 34% of traffic fatalities occurred on primary road.
- ✎ 27% of pedestrians killed (21), had a BAC.
- ✎ 16 pedestrians killed or 20% tested positive for drugs.
- ✎ 63 years old was the average age of the pedestrians killed in the 3-Yr period.
- ✎ The average age in the region of Cataño is 43 years old according to the 2020 Census.
- ✎ 76% of total pedestrians fatalities occurred at dusky hours, such as 12 AM-6:00 AM or 6:00 PM to 11:59 PM and the rest at nighttime where visibility is diminished for both, pedestrians and drivers.
- ✎ A total of 19,158 traffic crashes were registered.

After analyzing these facts, PRTSC can conclude that the Cataño region is a prone area for older pedestrian fatalities. Nighttime and lack of visibility for both drivers and pedestrian increases crash risk. Engineering measures to improve the area and targeted educational actions should be adopted.



GUAYAMA REGION

According to NHTSA Fatality Analysis Reporting System for the nine municipalities that comprise the Guayama Region (northeast of the island), eighty-three (83) traffic fatalities were registered for the years 2019 to 2021.

- ↪ For the Guayama region, the population 23-36 years old represents 12.9%. This percentage is very similar to the percentage of total PR population of 23 - 36 years old which is 12.7% according to the 2020 Census.
- ↪ Population overrepresented in traffic fatalities were **Drivers**, ages 25-36 years old, representing 53% of total traffic fatalities for the Guayama region.
- ↪ 60% of traffic fatalities occurred on primary road.
- ↪ 31% of drivers killed had a BAC.
- ↪ 8 drivers killed or 18% tested positive for drugs.
- ↪ The average ages of driver fatalities range from 25 to 36 years, with 13 being 29% of these fatalities.
- ↪ 62% of total pedestrians fatalities occurred at dusky hours, such as 6PM or 6AM and the rest at nighttime where visibility is diminished for both, pedestrians and drivers.
- ↪ 36 of the drivers fatalities (44) 81% were men and 8 driver fatalities 19% were women.
- ↪ A total of 12,013 traffic crashes were registered.

After analyzing these facts, PRTSC can conclude that the Guayama region is an area prone to fatalities for drivers ages 25 - 36. Most of the fatalities in the region were from 6pm to 6am 40.9% (18) of the driver fatalities (44) had alcohol in their blood. These consequences may be the result of a coastal region visited by young adults.

Total Traffic Crashes Guayama Region Years 2020-2022

State Route Number	Arroyo	Cayey	Guayama	Humacao	Maunabo	Patillas	Salinas	Santa Isabel	Yabucoa	Total
PR-3	485	4	932	1047	118	488	382	2	271	3729
PR-52	0	685	14	0	0	1	1019	361	1	2081
PR-1	2	1247	4	0	0	1	453	285	0	1992
PR-153	0	0	0	0	0	0	0	799	0	799
PR-53	14	0	189	253	35	34	106	0	94	725
PR-14	0	703	0	0	0	0	0	0	0	703
PR-901	0	0	0	0	146	0	0	0	424	570
PR-54	4	0	549	0	0	1	2	0	0	556
PR-30	0	0	0	457	0	0	1	0	0	458
PR-184	0	236	0	0	0	163	0	0	1	400

NARANJITO REGION

According to NHTSA's Fatality Analysis Reporting System for the eleven municipalities that make up the Naranjito Region (center of the Island), one hundred fourteen (114) traffic crash fatalities for the years 2019 to 2021.

State Route Number	Aibonito	Barranquitas	Bayamón	Coamo	Comerio	Corozal	Morovis	Naranjito	Orocovis	Toa Alta	Villaiba	Total
PR-167	0	2	2761	0	138	0	0	67	0	11	0	2979
PR-152	0	955	0	1	0	1	0	1234	0	0	0	2191
PR-2	0	0	1813	0	0	0	2	2	0	12	1	1830
PR-5	0	2	938	0	0	0	0	628	1	48	0	1617
PR-155	0	0	0	127	0	1	570	1	756	1	0	1456
PR-159	0	0	0	0	1	1208	176	1	0	51	1	1438
PR-156	0	788	1	0	310	0	1	1	288	0	0	1389
PR-861	0	1	573	0	0	0	0	1	0	791	0	1366
PR-14	784	0	0	557	0	0	0	0	0	0	0	1341
PR-165	0	0	19	0	0	1	0	86	0	919	0	1025

- ↪ In the Naranjito Region, 34.2% of drivers in age group 25-36 are the overrepresented road users with most traffic fatalities.
- ↪ According to the 2020 CENSUS, the 25-34 age group comprises 13.5% of the total population of that region.
- ↪ 27% of the drivers killed on crashes were alcohol impaired (more than 1/4).
- ↪ 18% of the drivers killed tested positive for drugs.
- ↪ Pedestrians were the second highest traffic fatality group with 29 of the 114 fatalities or 25.4% of the total traffic fatalities in that region.
- ↪ The 50+ age group is the age range in which the most pedestrian fatalities occur in this region with 20 of the 29 pedestrian fatalities during this 3-year period.
- ↪ 82.7% of the total pedestrian fatalities occurred during hours of darkness, 6PM or 6AM.
- ↪ A total of 16,632 traffic crashes were registered.

After analyzing this data, the PR-TSC can conclude that the Naranjito region is an area prone to fatalities of drivers 25 to 36 years old, followed by pedestrians 50+.

CEIBA REGION

According to NHTSA's Fatality Analysis Reporting System for the ten municipalities that make up the Ceiba Region (east of the Island), sixty-one (61) traffic fatalities were registered for the years 2019 to 2021.

State Route Number	Canóvanas	Ceiba	Culebra	Fajardo	Juncos	Las Piedras	Luquillo	Naguabo	Río Grande	Vieques	Total
PR-3	967	122	0	658	1	6	802	175	1673	0	4404
PR-30	0	0	0	0	533	439	0	0	1	0	973
PR-185	796	0	0	0	175	1	0	0	1	0	973
PR-31	0	1	0	0	521	125	0	323	0	0	970
PR-183	0	0	0	0	67	583	1	0	0	0	651
PR-53	0	206	0	132	0	0	0	207	1	0	546
PR-198	0	0	0	1	135	379	0	0	0	0	515
PR-188	400	0	0	0	0	0	0	0	0	0	400
PR-66	173	0	0	1	0	0	0	0	87	0	261
PR-194	0	0	0	258	0	0	1	0	0	0	259

- ↪ In the Ceiba Region 34.2% of drivers ages 37 - 49 years, represent 24.5% of the total fatalities. According to the 2020 CENSUS, the 35-49 age group comprises 19.9% of the total population of that region.



- ↵ A 38.5% of those drivers were alcohol impaired at time of the crash.
- ↵ 11.5% of drivers killed tested positive for drugs.
- ↵ Pedestrians are the second highest fatality group with 31.1% of the total traffic fatalities in that region.
- ↵ The 50 to 62 age group is the age group with the highest number of pedestrian fatalities in this region over the 3-year period.
- ↵ 44% of pedestrians killed in this region were alcohol impaired.
- ↵ 84.2% of the total pedestrian fatalities occurred at nighttime from 6PM to 6AM.
- ↵ A total of 9,952 traffic crashes were registered.

After analyzing this data, the PRTSC can conclude that the Ceiba region is an area prone for traffic deaths of drivers 37 to 49 years old, followed by pedestrians 50+.

BARCELONETA REGION

According to NHTSA Fatality Analysis Reporting System, FARS, for the ten municipalities that comprise the Barceloneta Region (northeast of the island), one hundred and one (101) traffic fatalities were registered for the years 2019 to 2021.

- ↵ For the Barceloneta region, the population 25 - 36 years old represents 12.6% and the population 63+ represents the 28.4% Meaning that one of eight road users is 23 - 36 years old and one of three road user is 63+ years old.
- ↵ Population overrepresented in traffic fatalities were Drivers 25-36.
- ↵ 52.4% of traffic fatalities occurred on primary road.
- ↵ 42.5% of drivers killed on traffic crashes had a BAC.
- ↵ 15% tested positive for drugs.
- ↵ 60% of total drivers fatalities occurred from 6PM to 6AM.
- ↵ 80% of drivers fatalities were men and 20% were women.
- ↵ A total of 17,875 traffic crashes were registered.

State Route Number	Arecibo	Barceloneta	Ciales	Florida	Hatillo	Lares	Manatí	Utua	Vega Alta	Vega Baja	Total
PR-2	1784	765	0	0	1265	5	1238	1	806	1236	7100
PR-22	770	345	0	0	102	0	441	0	340	626	2624
PR-129	810	0	0	0	517	511	1	0	0	0	1839
PR-111	0	0	1	0	1	600	0	713	0	0	1315
PR-140	1	789	22	248	0	0	0	194	0	1	1255
PR-149	0	2	565	0	0	0	562	0	0	2	1131
PR-130	0	0	0	0	761	0	0	0	0	0	761
PR-10	398	0	0	0	0	0	0	244	2	1	645
PR-681	389	221	0	0	0	0	1	0	0	0	611
PR-686	0	0	0	0	0	0	232	0	0	362	594

After analyzing these facts, PRTSC can conclude that the Barceloneta region is an area prone to fatalities for drivers ages 25 – 36. Alcohol impaired driving is in high rate.

GUAYNABO REGION

According to NHTSA Fatality Analysis Reporting System for the eight municipalities that comprise the Guaynabo Region (north of the island), ninety-six (96) traffic fatalities were registered for the years 2019 to 2021.



- ↪ The average age in the region of Guaynabo is 43 years old according to the 2020 Census.
- ↪ Population overrepresented in traffic fatalities were **drivers** 24-49 years old with 34% of total traffic fatalities for the Guaynabo region.
- ↪ 38% of traffic fatalities occurred on primary road.
- ↪ 64% of drivers killed were unrestrained.
- ↪ 21% of drivers killed on crashes had a BAC.
- ↪ 12% tested positive for drugs.
- ↪ 76% of total drivers fatalities occurred at dark hours from 6PM to 6AM where visibility is diminished for drivers.
- ↪ 52% of total drivers fatalities showed speeding as contributing factor for the crash.
- ↪ A total of 16,613 traffic crashes were registered.

**Total Traffic Crashes Guaynabo Region
Years 2020- 2022**

State Route Number	Aguas Buenas	Caguas	Cidra	Guaynabo	Gurabo	San Lorenzo	Total
PR-52	0	3037	3	3	5	0	3048
PR-1	0	2323	243	115	4	0	2685
PR-30	0	848	0	0	943	10	1801
PR-172	0	932	766	0	0	0	1698
PR-189	0	481	0	0	895	0	1376
PR-181	0	1	0	0	627	742	1370
PR-156	602	669	0	0	0	0	1271
PR-183	0	371	1	0	0	814	1186
PR-22	0	2	0	1179	0	0	1181
PR-173	532	3	423	39	0	0	997

After analyzing these facts, the PRTSC can conclude that the Guaynabo region is an area prone to adult drivers fatalities. In many cases it is related to the speed factor and the non-use of seat belts.

SABANA GRANDE REGION

According to NHTSA's Fatality Analysis Reporting System, FARS, for the nine municipalities that make up the Sabana Grande Region (southwest of the Island), sixty-eight (68) traffic fatalities were registered for the years 2019 to 2021.

Road users ages 63+ years, represents 23.5% of the total fatalities. According to the 2020 CENSUS, the 63+ age group comprises 28.7% of the total population of that region.

- ↪ In the Sabana Grande Region 50% of traffic fatalities were among drivers with an overrepresentation of drivers 63+ years old.
- ↪ 29.4% of the drivers fatalities were alcohol impaired.
- ↪ Speeding contributing factor was present in 47.1% of the fatalities.
- ↪ 5.8% of drivers killed tested positive for drugs.

**Total Traffic Crashes Sabana Grande Region
Years 2020-2022**

State Route Number	Adjuntas	Guánica	Guayanilla	Jayuya	Juana Díaz	Peñuelas	Ponce	Sabana Grande	Yauco	Total
PR-2	0	143	272	0	2	274	1533	211	273	2708
PR-52	0	0	0	2	529	0	1259	1	0	1791
PR-14	0	0	0	2	649	0	956	0	0	1607
PR-1	1	3	1	0	292	2	733	0	0	1032
PR-123	515	0	1	0	0	1	386	0	0	903
PR-149	0	0	0	0	849	0	10	0	0	859
PR-132	0	0	145	0	0	384	260	1	1	791
PR-10	128	0	0	0	1	0	483	0	0	612
PR-128	0	0	0	0	0	0	0	0	526	526
PR-135	478	0	0	0	0	0	1	0	0	479

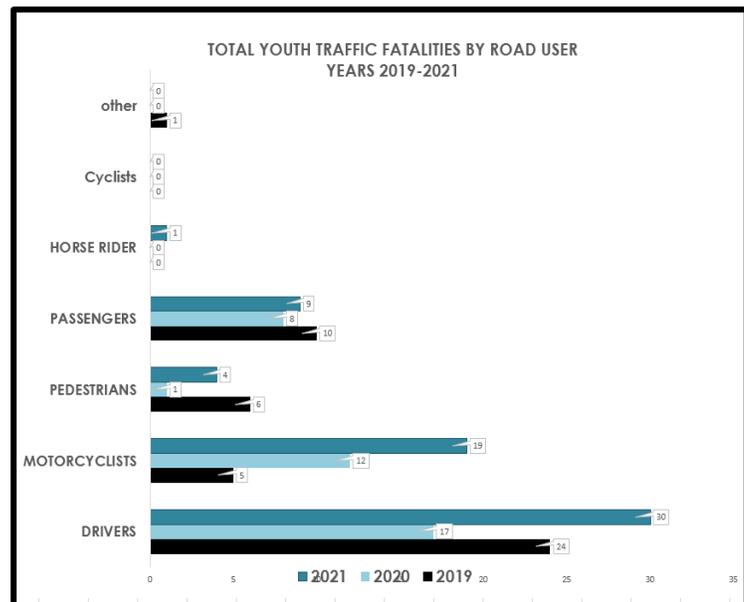
- ✧ Pedestrians aged 63+ are the second highest traffic fatality group representing 20.5% of the total traffic fatalities in that region.
- ✧ 21% of pedestrians had a BAC.
- ✧ A total of 11,308 traffic crashes were registered.

After analyzing this data, the PRTSC can conclude that the Sabana Grande region is an area prone to deaths of drivers 63+ years old, followed by pedestrians 50+.

YOUTH TRAFFIC FATALITIES (16 to 24 years old) YEARS 2019-2021

According to NHTSA Fatality Analysis Reporting System, FARS, for the years 2019- 2021 a total of one hundred forty-seven (147) drivers ages 16 to 24 lost their lives on traffic crashes. For this same period 140 crashes involving youth 16-24 occurred.

- ✧ Fatalities in this age group comprise 17% of total fatalities registered for the same 3-yr period which totalized 868.
- ✧ Gender data analysis for youth traffic fatalities for the three-year period shows an average of 80% of male fatalities and 20% female fatalities.
- ✧ Among this group, the subgroup of 21-24 years old comprise 63% of total youth fatalities.
- ✧ For the three-year period, 73% of youth traffic fatalities occurred at nighttime from 6:00PM to 6:00AM. Nighttime continues to be a dangerous period for young drivers and other road users.
- ✧ Twenty-two (22%) percent, or 1 of every 5 young adults drivers, were alcohol impaired.
- ✧ Weekends from Friday to Sunday registered most young drivers fatalities with 62%.
- ✧ Every month of the year registered traffic fatalities among the young drivers, but some peaks are noticed in June and August.
- ✧ 73% of drivers and passengers were unrestrained at crash time.
- ✧ 70% of young motorcycle riders killed were un-helmeted.
- ✧ 48% of traffic fatalities also presented speeding as a contributing factor for the crash.
- ✧ Three young drivers killed tested positive for drugs.
- ✧ According to the USA Census Bureau 2020, people ages 15 to 24 represent the 13.4% of total Puerto Rico's Population.



After the analysis of this three-year period, 2019-2021, PRISC concludes that the greatest risk factor on the roads for young people between the ages of 16 and 24 is to drive motor vehicles, including motorcycles. If we combine the contributing factors such as speeding, not wearing a seatbelt and alcohol consumption, the mix has proven to be lethal both for them and for the rest of the users of the Island roadways.

Accessibility Measures

Meetings were conducted by PRISC staff, community programs staff and FIESTA staff. All meetings and gatherings were scheduled by PRISC regional partners who were the nine Community Traffic Safety Programs and four FIESTA Projects, who were in charge of identifying and coordinating comfortable meeting places/rooms, establishing time of the meeting in coordination with the community or college leader at their convenience, inviting participants representing the target groups identified during traffic public identification.

It is worth noting that some of the people who participated in the PP&E meetings weren't necessarily affiliated with community-based organizations. Some of them were college students, professors, staff and community members invited by the FIESTA programs who expressed a particular interest in contributing to the topic of traffic safety and issues or problems affecting their communities.

In the other hand, Community Traffic Safety Programs have their communities directory, so they invited to the meetings a diverse group of people living in the identified communities with the traffic issues identified during Problem Identification. People of those community were invited to the meeting and to complete the survey. Among the people that participated during live meetings we can identify:

- Community leaders of Loiza Valley Estate in Canóvanas, San José Estate in San Germán, Rosario Community in Sábana Grande, Encantada Estate in Trujillo Alto
- Police Community Councils
- Sábana Grande Community Council
- Head Start Staff
- Municipal Legislator from San Germán
- Mayor and municipality employees from Sábana Grande
- Cyclist Club Leader from the South
- Professional Runners
- Staff and participants from the Community Relations Division from the PRPD
- Assisted Living Centers for the Elderly
- Retired teachers
- Daily Centers For Elder People
- Community Christian Churches Representatives

Having the participation of these communities allows us to obtain first experience data and feedback from a diverse population, particularly the younger age groups, who are more up-to-date and at the forefront of the issues affecting the community and surrounding areas.

The Community Programs engage with communities and the population belonging to all towns on the island. Their collaboration is essential to reach people of all ages who have specific needs within their communities, and it helps us better understand not only their needs but also their concerns and particularities regarding traffic safety issues. The PRTSC's partnership with the FIESTA programs and the Community Programs exemplifies the effectiveness of cooperative efforts in driving sustainable traffic safety.

All meetings took place within the communities or colleges already identified with at least one meeting in the municipality with most traffic fatalities reported within its region (refer to map in page 20). This approach allowed for a broader representation and a more comprehensive understanding of highway safety issues across various regions of the island. This diversity helps ensure that the resulting road safety initiatives and strategies address the specific needs and concerns of different regions, leading to more effective and targeted solutions. Additionally, it promotes a sense of inclusivity and equal opportunity for participation, allowing individuals from various areas to contribute their valuable input and experiences to the discussion. In all meetings there were an assistance sheet and notes taken with specifics about participants, their roles among the communities, etc. Table below showed the municipalities and people visited during for the meetings:

**Meaningful Community Engagement Meetings Conducted on May and June 2023,
Puerto Rico 3Highway Safety Plan 2024-2026**

Date	Location	Municipality	# People
May/23/2023	University of Puerto Rico-Aguadilla Campus	Aguadilla	34
May/23/2023	Manuel Colón Building For People 62 Years and Older	Aguadilla	13
May/25/2023	Naranjito Community Center at Hatillo	Hatillo	16
May/26/2023	San German's Old National Guard Emergency Operations Center	San Germán	19
May/27/2023	Guayama's Sports Center	Guayama	35
May/30/2023	The House for the Youth at Sabana Grande	Sabana Grande	19
May/31/2023	University of Puerto Rico-Río Piedras Campus	Río Piedras	32
May/31/2023	Elderly Center Wilson Ramos at Cataño	Cataño	18
June/01/2023	University of Puerto Rico-Cayey Campus	Cayey	18
June/01/2023	Canóvanas Municipality Multipurpose Room	Canóvanas	56*
June/02/2023	Pontifical Catholic University of Puerto Rico-Ponce Campus	Ponce	30
June/02/2023	University of Puerto Rico-Ponce Campus	Ponce	29
June/02/2023	Golden City Center For The Elderly	Bayamón	65
June/03/2023	Encantada Estate	Trujillo Alto	19

*Community Programs Coordinator completed the assistance names of the elderly that didn't get to write their names due to their late arrival at the community meeting.

See More specifics about each meeting and the survey conducted can be found in the attached report to this 3HSP.

Reasonable accommodation was provided by reading out loud all the strategies presented in the survey. For the elderly population, PRTSC staff provided assistance by reading, writing and completing assistance sheet. One legally blind participant was

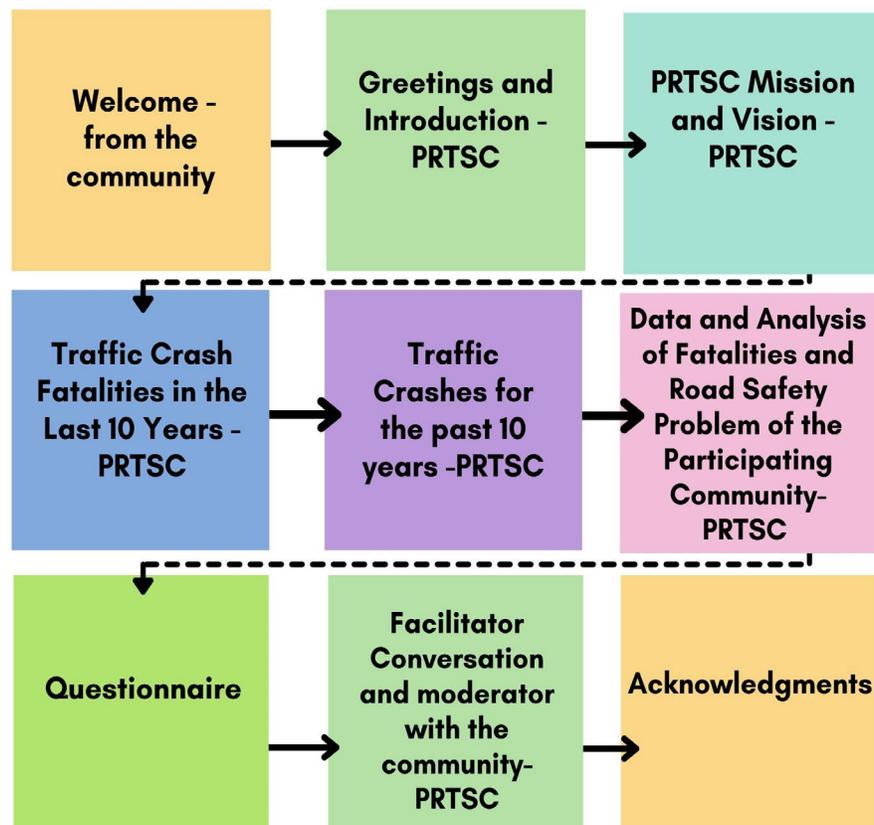
assisted during all the community meeting and one cognitive impaired elderly man was included during oral discussion. Opportunities to speak about traffic safety issues was provided to every participant.

The Public Participation Survey was available through social media, the link was emailed to most of PRTSC subrecipients and other stakeholders and friends for completion. This was another way to provide opportunities for people and communities to state opinions and concerns about traffic safety issues affecting them.

Community Meetings

Thirteen community live meetings were held from May 23 to June 3, 2023, with 368 people participating in person and a mass event in Guayama where 35 people were interviewed and 35 questionnaires completed. Each meeting lasted approximately one and a half hours. As mentioned above, in collaboration with the FIESTA Programs of local universities and the Community Programs of the Traffic Safety Commission (PRTSC), groups of people within those communities were invited to contribute with their experience, to the improvement of road safety. In addition, a massive impact was made during the celebration of a meeting of Police Community Councils of the Puerto Rico Police and 35 questionnaires were filled out and conversations were held with the same number of people.

The format for each live meeting was as follows:



At each live meeting there was an Attendance Sheet clerk and a Notes Taker.

Data Collection

- A. Live meetings- thirteen in person meetings
- B. Instrument - Questionnaire

A questionnaire was distributed among meeting participants and online. People could complete either the online version or on paper. The first part of the questionnaire requested sociodemographic information from participants. The second part presented a list of road safety strategies divided into different areas of emphasis, including:

The second part of the live meeting and survey was concentrated in discussing and ranking traffic safety strategies including the following issues. These strategies were framed within traffic safety emphasis areas previously identified by the PRISC. These were:

- ↵ Seat belt and Child safety seat Use
- ↵ Alcohol and drugged driving
- ↵ Pedestrian Safety
- ↵ Distracted driving (mobile devices)
- ↵ Speeding
- ↵ Reckless driving
- ↵ Motorcyclists and Cyclists Safety

After each traffic emphasize area, there were three questions regarding the PRISC educational mass and social media campaigns by area.

The third part and longest one of each in person meeting was an open discussion of the traffic issues affecting the participants communities and the roads most used by them. PRISC staff encourage people to write or list their answers and concerns, but in addition notes were taken in each meeting to ensure proper documentation of people's answers, opinions, concerns, questions and other pertinent remarks. The following statements were the openings for the discussions:

- ↵ In this section you will list the problems or situations you understand are affecting road safety in your community and/or the roads you travel.
- ↵ Other information you would like to share with us

The notes taker was in charge of documenting every comment or idea expressed by the participants. Below are detailed tables of traffic issues covered during conversations with the people.

Problems or situations that participants understand are affecting road safety in their community or on the roads they travel:

DRIVERS' BEHAVIORS AND ATTITUDES	Frequency
Excessive speeding	43
Lack of driving courtesy	4
Negligence	2
Cell phone use while driving	25
Seat belt use	4
People rush	3
Reckless drivers (road violence)	4
Persons not obeying traffic signs/laws	13
Distracted drivers (other than cell phone distractions)	5
Failure to understand the severity of the road safety problem	3
Failure to yield to pedestrians	1
People who use the shoulder as a lane	1
Drivers who fail to keep their distance	2
TOTAL	110

LAWS AND/OR APPLICABILITY OF THE LAW	Frequency
Problems with traffic law enforcement (impunity)	7
Increase traffic fines	4
Stronger consequences for repeat offenders	3
Lack of a more rigorous process for obtaining driver's licenses	1
Fines for livestock owners	1
Lack of public ordinances	1
TOTAL	17

POLICE & SAFETY	Frequency
Lack of police officers	27
Lack of preventive patrolling	6
Distracted police officers	2
Law enforcement by police officers	1
TOTAL	36

INFRASTRUCTURE	Frequency
Lack of lighting	106
Lack of signage (road signs/traffic signs)	86
Poor road conditions (potholes)	83
Lack of demarcation of lines on the roadways	34
Lack of crosswalks	20
Malfunctioning/damaged traffic lights	11
Poor sidewalk conditions	8
Lack of sidewalks	6
Vegetation on public roads affecting sign visibility	6
Lack of speed bumps	6
Road construction (hazard)	4
Very narrow roads	3
Lack of roadway reflectors	3
Poor road planning	3
Lack of traffic lights (nonexistent)	3
Lack of effective public transportation	2
Lack of safety fencing	2
Road landslides	2
Lack of traffic light cameras	1
TOTAL	389

DRIVERS' BEHAVIORS AND ATTITUDES	Frequency
Excessive speeding	43
Lack of driving courtesy	4
Negligence	2
Cell phone use while driving	25
Seat belt use	4
People rush	3
Reckless drivers (road violence)	4
Persons not obeying traffic signs/laws	13
Distracted drivers (other than cell phone distractions)	5
Failure to understand the severity of the road safety problem	3
Failure to yield to pedestrians	1
People who use the shoulder as a lane	1
Drivers who fail to keep their distance	2
TOTAL	110

EDUCATION	<i>Frequency</i>
Lack of driver education	10
Lack of effective campaigns	6
Guidance to students regarding motorcycles and protective equipment	2
Lack of road safety education programs in schools	2
TOTAL	20

CYCLISTS	<i>Frequency</i>
Cyclists in the middle of the road	6
Lack of designated lanes for bicyclists	3
Lack of reflective equipment for cyclists	1
Lack of support for cyclists	1
TOTAL	11

PEDESTRIANS	<i>Frequency</i>
Lack of pedestrian education	7
Lack of areas for people to walk (exercise)	2
Inebriated pedestrians	1
Lack of reflective equipment for pedestrians	1
TOTAL	11

ALCOHOL	<i>Frequency</i>
Drunk drivers	23
Businesses (alcohol sellers) fail to support road safety	2
Percentage of alcohol allowed by law is still high (down to 0%).	1
Alcohol sales at gas stations 24/7	1
TOTAL	27

ELDERLY ADULTS	<i>Frequency</i>
Elderly people driving	1
Elderly people walking and crossing, looking at cell phones	1
Elderly people walking alone on the road	1
TOTAL	3

MOTORCYCLISTS	<i>Frequency</i>
Motorcyclists not respecting traffic laws	5
Motorcyclists doing pirouettes and stunts	2
Lack of designated areas and/or lanes for motorcyclists	1
TOTAL	8

LAWS AND/OR APPLICABILITY OF THE LAW	Frequency
Problems with traffic law enforcement (impunity)	7
Increase traffic fines	4
Stronger consequences for repeat offenders	3
Lack of a more rigorous process for obtaining driver's licenses	1
Fines for livestock owners	1
Lack of public ordinances	1
TOTAL	17

OTHER	Frequency
Vehicles parked on sidewalks and/or disability ramps	4
Animals on public roads	4
Off-road vehicles on public roads	3
Mechanical defects of automobiles	2
Traffic congestion/ traffic jams	2
Road racing	2
Horseback Riding	1
Unrestrained pets in vehicles (loose)	1
TOTAL	19

Other comments by participants:

- ... "There are no designated areas for motorcyclists to practice extreme sports, and there are no areas such as linear walks for people to walk and exercise. The police are not seen near businesses that sell alcoholic drinks. More than fines, people need psychological help".
- "Cyclists in many cases occupy entire lanes in places where there is no shoulder... On the other hand, they do not respect the space of drivers and purposely drive their bicycles near cars. Another problem is the potholes on the roads, as there are often so many that there is no way to avoid them. This causes damage to vehicles that the government does not pay for.
- "We don't see consequences".
- "The police officers are distracted with their cell phones".
- "Roads are poorly maintained, causing motor vehicles to swerve to avoid potholes, thus endangering drivers, pedestrians, and cyclists".
- "Emotions management, violence on the road is real and dangerous".
- "Control and orientation to owners of four tracks, motorcycles, etc.".
- "The percentage of alcohol in the blood should be 0. Increase the fines, so that it hurts people's pockets".
- "I would like to see more radio and television talks".
- "The problem with motorcyclists and four-track users is out of control. Sometimes they occupy all the lanes and go pirouetting and purposely driving nearly on top of the cars".
- "The potholes in the road... because of this, many cars have mechanical failures, which expose pedestrians and drivers, as well as cause accidents".
- "... the biggest problem is that the youth are not listening and do not understand the severity of the problem".



- *"Puerto Rico is used to NOT using traffic signs".*
- *"People who fall asleep while driving. People who slow down and speed up when you cross."*
- *"Use the funds properly to fix the roads first and stop investing in innocuous campaigns to "educate the population". Better oversee the funds so that they are used properly".*
- *"They should go back to making ads where they act out a situation and say, "pass the key", etc. Instead of having the director of the commission in the commercials. The later ones are not educational at all."*
- *"... scooters and their appropriation of sidewalk space".*
- *"Young people racing motorcycles and cross-country carts breaking all laws and endangering responsible drivers".*
- *They should have greater video exposure of ads for social media, billboards, ads in locations near bars, restaurants..."*
- *"Reinforce the use of lights and vehicle signals to provide greater direction when driving, especially at night when visibility is more difficult".*
- *"Do more research in urban and rural areas".*
- *"Build pedestrian bridges adapted for the elderly with lighting and ramps".*
- *"More intensive and recurrent educational campaigns on the effects of driving under the influence of intoxicating beverages, speeding, and non-use of seat belts should be conducted for the general population, but with a focus on those who are going to obtain a learner's license. Also, consider public schools and private schools to educate children and adolescents about traffic safety".*
- *"Road safety education should be more intense and comprehensive in primary and secondary grades and not wait until the age of 16".*
- *"Studies should be conducted on how road violence has direct consequences on accidents and situations on the roads. Also, how this can be avoided by having a better public and collective system".*
- *"Tough measures, too many deaths by motorcycles, HORRIBLE".*
- *"...the social and cultural factors that promote or allow irresponsibility or negligence on the road should be taken into account. In addition to the punishment that can be implemented with fines, methods should be implemented to encourage or create a personal responsibility that everyone has to keep our streets safe."*
- *"To improve road safety, pedestrian bridges should be built with ramps to make them suitable for disabled and/or elderly people, illuminated crosswalks, solar traffic lights, asphaltting roads, fixing sidewalks and educating people more about the importance of road safety".*
- *"Citizens have a collective feeling that the government does not comply with the social pact. We live in society, and we give power to the State in our daily life to receive something in return. It is a two-way street that must be repaid. The Government can launch thousands of educational campaigns clamoring for responsibility and calm, but it is almost IMPOSSIBLE not to get annoyed with the driver who cuts you off when you have just caught a pothole that will inevitably take you to the mechanic to spend the little salary you earn".*
- *"I don't like most of the ads related to road safety. I think the format needs to be evaluated. There are a lot of dramatizations, it looks "fake". I liked the one about the young woman who lost her leg after being hit by a drunk driver. We must show the consequences of not following the laws and regulations, sharing experiences of people who have been impacted for life".*

- *"Improve the training of police officers so they know how to direct traffic, speed up the movement of vehicles when there is an accident (usually they cause more congestion: they stand in the way!)"*.
- *"We should renew our senior citizens' licenses every two years, but we should be given practical exams since many of us have health conditions after the age of 65"*.

Ongoing

Considering the results obtained in this Meaningful Public Participation Study on Road Safety in Puerto Rico, the Traffic Safety Commission (PRTSC) has outlined a plan for the next three-year period of the Highway Safety Strategic Plan (HSP). Our objectives and strategies are detailed below:

- **Public Participation Goals**

The Puerto Rico Traffic Commission is very pleased to report that all the starting goals set while developing the PP&E execution plan were successfully met. In fact, we managed to achieve even greater participation than what we had anticipated. We were also able to gather a greater amount of information and feedback from participants, through meetings and through the survey conducted. Furthermore, the analysis of the collected data has helped us understand the priorities that participants have assigned to different traffic safety strategies. However, along the way, we noticed that not all communities responded in the same way to the collecting data methods we implemented. Moving forward, we aim to develop specific instruments or alternative strategies for conducting meetings with populations of older adults and children, since specifically people of these ages do not process information in the same way. It is essential to adapt our approaches to better address the needs and preferences of these specific groups. Looking ahead, we are hopeful that future PP&E meetings will establish a partnership with MADD Puerto Rico. Their collaboration will be invaluable as we work together to engage with the younger population (children) effectively.

PRTSC's goal is to continue fostering effective communication and collaboration with Puerto Rico's communities. It is in our interest that citizens become increasingly involved in the decisions that affect the road safety of their community, promoting a sense of co-responsibility in the solutions to the problems identified.

- **How the Communities Views were incorporated into the PR 3HSP**

Most frequent issues brought by the communities were regarding road's Infrastructure. It is important to emphasize that Puerto Rico's Road infrastructure is currently undergoing a complete restructuring process. By the year 2022, we began receiving funds related to the damages caused by Hurricanes Irma and María, and we will soon begin to receive the funds allocated after the earthquakes of 2019 and 2020. Our territorial situation has put us at a great disadvantage compared to other states since federal allocations after disasters take a long time to be received and, in the meantime, structural deterioration continues. These concerns will be formally forwarded to the PRDOT and Federal Highway since the PRTSC doesn't work with road Infrastructure enhancement projects.

A doable community recommendation within the PRTSC control is to add community representation in the planning and execution process of P&E media campaigns. Some

kind of focus groups representative of the target market each media campaign will intend to reach.

Lack of proper or effective patrolling and police traffic enforcement was a repeated concern among all public meetings. First step to address this within **3**HSP can be found in module three, Police Traffic Services. A project will be developed with the PRPD. This project contains targeted trainings and equipment to aid in the traffic law enforcement. Trainings will include effective traffic interventions, crash scene investigation and proper reporting.

Another issue brought by the community is the easy access of alcoholic beverage to teenagers. There is a need to enforce the Check ID strategy. First conversations have been undertaken with the PR Internal Revenue Services to assist their field officers in developing a check id program.

People's view and issues regarding our Island's traffic safety has open the eyes of the PRTSC staff as perception of safety and enforcement differs from ours. For example, a young college student used a very descriptive term about was occurring in all roads; "violencia vial" that can be translate as road violence which indeed is very indicative of the emotional and mental state of the road users. Due to this road violence, people perceive police officers as to "soft" in many cases.

Identification of Affected and Potentially Affected Communities

Under the scope of the collaboration between the HSP and the Strategic Highway Safety Plan (SHSP), studies and layered analyses will be conducted to identify populations, roadway segments, and communities overrepresented in the number and type of traffic crashes and the types of users most affected. These analyses will contain decennial census data, intermediate data, local demographics, Vehicles Miles Traveled (VMT), Equitable Transportation Community (ETC) Explorer Data from the United States Department of Transportation (USDOT), and consulates for Geographic Information System (GIS) references. In addition, data from road segment audits conducted in the last 3 years will be corroborated.

In addition, more community engagement will be conducted within the regions already visited during the planning of this **3**HSP and the age groups affected by different types of issues as older pedestrians, people with disabilities, adult drivers. New communities within the regions will be identify, children will be reached in conjunction with MADD Puerto Rico.

Steps to Reach and Engage These Communities

- Refine the community profile of the most vulnerable areas with the following variables:
 - Gender
 - Age group
 - Transportation method
 - Education level

- Establish partnerships with agencies, municipalities, and non-traditional entities to gather information. These could be:
 - Community alliances
 - Groups that serve victims or survivors of crime
 - Programs for Integral Improvement of Individuals
 - Colleges and schools
 - Professional Associations (pediatricians, orthopedic surgeons)
 - Predominantly Dominican communities
 - Groups of public or private employees

- Continue to refine the Questionnaire with road strategies and feedback from each participant.
 - Adjust the questionnaire form for elderly populations and children.
 - Make at least two calls for action yearly through an online survey.

- Engagement events
 - Meetings
 - Discussion forums
 - Workshops in the identified communities
 - Online participation promotion

- Further analysis of people's opinions
 - All comments and opinions gathered during public participation activities will be considered in the decision-making process. This will include reviewing and analyzing comments and identifying common themes. An assessment will be made regarding the convenience of translating that feedback into a concrete strategy for inclusion in the HSP.

- Accessibility
 - Establish convenient dates, places, and times for the participants
 - Virtual options
 - Adjust meetings and presentations to fully engage with people with disabilities, elderly and children

- Continuous evaluation of goals
 - Review data and results
 - Integrate other trending traffic issues into discussions
 - Project political and social changes/trends
 - Integrate our SHSP counterparts into the analysis of new strategies and target settings.

Puerto Rico's road infrastructure have suffered almost total devastation in the last five years: major hurricanes Irma and María in 2017 and several earthquakes in 2019-2020. With the aggravate that all most important sources of funding by FEMA and other federal

agencies took too long to start flowing. By late 2021 and 2022 funds began to be available and road infrastructure projects commenced their bidding and designing phases. Currently, the PRDOT has 17 municipality and island wide road safety improvement projects in different phases of construction with an approximately money inversion of 93millions. In addition, there are many more road safety improvements undergoing by other state and federal local agencies.

It is extremely important to include this information, first, because the more frequent problem/concern reported during the communities engagement meetings and surveys were the dangers that our island roadways conditions represent for traffic safety. Second, our roadway landscape will be changing during the next three years as infrastructure improvements are completed.

As part of the PRTSC responsibility regarding these findings and recommendations is to share with the PRDOT, Roads Authority, Federal Highway Administration (FHWA) and other related agencies the Public Community Engagement Report since the PRTSC isn't a road infrastructure developer agency.

For the Puerto Rico regions describe above, PRTSC will continue its efforts to broaden partnership with all Traffic Safety Community Programs and FIESTA Projects to aid in determining effective countermeasures to reduce unsafe traffic behavior that result in crashes such as speeding, alcohol and drug impaired driving, use of seat belts and child restraints, proper education for elder and younger pedestrians.

A quarterly community engagement itinerary will be developed with each community program that will target the issues described:

- ✦ Barceloneta Region- based on the analysis conducted the engagement and strategies within this region will be focused to better target the issue of reducing the number of fatalities of drivers 25-36 years old.
- ✦ Guayama Region- based on the analysis conducted the engagement and strategies within this region will be focused to better target the issue of reducing the number of fatalities of Drivers ages 25-36.
- ✦ Cataño Region- based on the analysis conducted the engagement and strategies within this region will be focused to better target the issue of to reduce the number of fatalities of older pedestrians (60+).
- ✦ Guaynabo Region- based on the analysis conducted the engagement and strategies within this region will be focused to better target the issue of reducing the number of fatalities of drivers 24-49 years old.

- ↳ Naranjito Region- based on the analysis conducted the engagement and strategies within this region will be focused to better target the issue of reducing the number of fatalities of drivers in age group 25-36.
- ↳ Sabana Grande Region- based on the analysis conducted the engagement and strategies within this region will be focused to better target the issue of reducing the number of fatalities of drivers 63+ years old.
- ↳ Ceiba Region based on the analysis conducted the engagement and strategies within this region will be focused to better target the issue of reducing the number of fatalities of drivers ages 37 - 49 years.
- ↳ San Germán Region- based on the analysis conducted the engagement and strategies within this region will be focused to better target the issue of reducing the number of fatalities of adult pedestrians 25 to 36 years old.
- ↳ Isabela Region- based on the analysis conducted the engagement and strategies within this region will be focused to better target the issue of reducing the number of fatalities of older pedestrians (65+).

P&E withing the young drivers will be continued through engagements opportunities identified and conducted by PRTSC and their subrecipients at large.

Performance Plan Chart FY24-26 Highway Safety Plan

The Performance Plan incorporates the 12 primary performance indicators mandated by NHTSA, along with supplementary metrics chosen by Puerto Rico, and the corresponding targets assigned to each of these metrics in Puerto Rico's FY24-26 Highway Safety Plan.

Justification of Highway Safety Performance Targets Set for 2026

The PRISC, in accordance with the PRHTA through the HSIP and SHSP, worked together to analyze the most recent data for fatal crashes and serious injuries. The biggest takeaways from this analysis were the rise in pedestrian fatalities, the failure of drivers to wear seat belts, especially motorcyclists wearing helmets, and the overall rise in total crashes. On these three points it was decided to establish realistic and achievable objectives, but that they were also technically supported with the available data. These goals were to achieve by 2026 a 3.0% reduction in the number of total fatalities and the fatality rate, and a 1.0% reduction for serious injury crashes, using moving averages between 2024 and 2026.

PERFORMANCE PLAN CHART FY24 -26 Highway Safety Plan			Base Years (Historical Data)					
			2017	2018	2019	2020	2021	2022
C-1	Traffic Fatalities Reduce total fatalities by 2.5% from 289.4 (2018-2022 RA) to 282.2 (2022-2026 RA) by 2026, with following annual benchmarks: <ul style="list-style-type: none"> • 287.0 (2020-2024 RA) by 2024 • 284.6 (2021-2025 RA) by 2025 	FARS Annual	290	308	289	242	337	271
		Rolling Avg.	305.4	298.2	295.2	281.6	293.2	289.4
C-2	Serious Injuries in Traffic Crashes Reduce total fatalities by 1% from 569.6 (2018-2022 RA) to 563.9 (2022-2026 RA) by 2026, with following annual benchmarks: <ul style="list-style-type: none"> • 567.7 (2020-2024 RA) by 2024 • 565.8 (2021-2025 RA) by 2025 *Estimated serious injuries crashes	State	579*	499*	524*	532	644	649
		Rolling Avg.	N/A	581.6	566.6	551.2	555.6	569.6

			Base Years (Historical Data)					
PERFORMANCE PLAN CHART FY24 -26 Highway Safety Plan			2017	2018	2019	2020	2021	2022
C-3	Fatalities/100M VMT Reduce fatalities/100M VMT by 3.0% from 1.977 (2017-2021 RA) to 1.918 (2022-2026 RA) by 2026, with following annual benchmarks: <ul style="list-style-type: none"> • 1.957 (2020-2024 RA) by 2024 • 1.937 (2021-2025 RA) by 2025 • 	FARS Annual	1.932	2.051	1.965	1.763	2.174	
		Rolling Avg.	2.005	1.963	1.938	1.908	1.977	
C-4	Unrestrained Passenger Vehicle Occupant Fatalities, All Seat Positions¹ Reduce unrestrained passenger vehicle occupant fatalities, all seat positions by 1.5% from 91.4 (2018-2022 RA) to 90.0 (2022-2026 RA) by 2026, with following annual benchmarks: <ul style="list-style-type: none"> • 90.9 (2020-2024 RA) by 2024 • 90.5 (2021-2025 RA) by 2025 	FARS Annual	88	77	99	77	112	93
		Rolling Avg.	88.4	80.4	84.6	84.6	90.6	91.4
C-5	Alcohol-Impaired Driving Fatalities Reduce alcohol-impaired driving fatalities by 3.5% from 98.6 (2017-2021 RA) to 95.1 (2022-2026 RA) by 2026, with following annual benchmarks: <ul style="list-style-type: none"> • 97.4 (2020-2024 RA) by 2024 • 96.3 (2021-2025 RA) by 2025 	FARS Annual	94	129	78	76	116	
		Rolling Avg.	102.0	103.2	100.0	95.2	98.6	

			Base Years (Historical Data)					
PERFORMANCE PLAN CHART FY24 -26 Highway Safety Plan			2017	2018	2019	2020	2021	2022
C-6	Speeding-Related Fatalities	FARS Annual	77	82	93	73	112	88
	Reduce speeding-related fatalities by 2.5% from 89.6 (2018-2022 RA) to 87.4 (2022-2026 RA) by 2026, with following annual benchmarks: <ul style="list-style-type: none"> • 88.9 (2020-2024 RA) by 2024 • 88.1 (2021-2025 RA) by 2025 	Rolling Avg.	111.2	97.8	93.4	84.4	87.4	89.6
C-7	Motorcyclist Fatalities	FARS Annual	28	44	34	47	67	54
	Reduce motorcyclist fatalities by 1.5% from 49.2 (2018-2022 RA) to 48.5 (2022-2026 RA) by 2026, with following annual benchmarks: <ul style="list-style-type: none"> • 49.0 (2020-2024 RA) by 2024 • 48.7 (2021-2025 RA) by 2025 	Rolling Avg.	42.0	42.4	39.8	39.6	44.0	49.2
C-8	Unhelmeted Motorcyclist Fatalities	FARS Annual	15	37	24	21	39	25
	Reduce unhelmeted motorcyclist fatalities by 4.0% from 29.2 (2018-2022 RA) to 28.0 (2022-2026 RA) by 2026, with following annual benchmarks: <ul style="list-style-type: none"> • 28.8 (2020-2024 RA) by 2024 • 28.4 (2021-2025 RA) by 2025 	Rolling Avg.	25.4	27.8	26.0	24.4	27.2	29.2
C-9	Drivers Age 20 or Younger involved in Fatal Crashes	FARS Annual	28	31	23	22	34	

		Base Years (Historical Data)						
PERFORMANCE PLAN CHART FY24 -26 Highway Safety Plan		2017	2018	2019	2020	2021	2022	
	Reduce drivers age 20 and younger involved in fatal crashes by 2.0% from 27.6 (2017-2021 RA) to 27.0 (2022-2026 RA) by 2026, with following annual benchmarks: <ul style="list-style-type: none"> • 27.4 (2020-2024 RA) by 2024 • 27.2 (2021-2025 RA) by 2025 	Rolling Avg.	35.2	31.2	28.0	26.4	27.26	
C-10	Pedestrian Fatalities	FARS Annual	98	116	100	63	92	67
	Reduce pedestrian fatalities by 2.0% from 87.6 (2018-2022 RA) to 85.8 (2022-2026 RA) by 2026, with following annual benchmarks: <ul style="list-style-type: none"> • 87.0 (2020-2024 RA) by 2024 • 86.4 (2021-2025 RA) by 2025 	Rolling Avg.	94.0	99.8	100.8	93.2	93.8	87.6
C-11	Bicyclist Fatalities	FARS Annual	10	9	9	9	12	11
	Reduce bicyclist fatalities by 5% from 9.8 (2017-2021 RA) to 9.3 (2022-2026 RA) by 2026, with following annual benchmarks: <ul style="list-style-type: none"> • 9.6 (2020-2024 RA) by 2024 • 9.5 (2021-2025 RA) by 2025 	Rolling Avg.	10.6	10.2	9.6	9.2	9.8	10.0
C-12	Youth Impaired Driving Fatalities	FARS Annual	21	17	24	16	16	

			Base Years (Historical Data)					
PERFORMANCE PLAN CHART FY24 -26 Highway Safety Plan			2017	2018	2019	2020	2021	2022
	<p>Reduce youth alcohol impaired driving fatalities by 5.0% from 18.8 (2016-2020 RA) to 17.9 (2022-2026 RA) by 2026, with following annual benchmarks:</p> <ul style="list-style-type: none"> • 18.5 (2020-2024 RA) by 2024 • 18.2 (2021-2025 RA) by 2025 <p>Youth is defined as 16-24 years. Alcohol impairment defined as: under 18 years BAC > 0.00%/18-20 years BAC ≥ 0.02%/21-24 years BAC ≥ 0.08%.</p>	Rolling Avg.	22.8	22.2	21.6	20.4	18.8	
B-1	<p>Observed Seat Belt Use for Passenger Vehicles, Front Seat Outboard Occupants (State Survey)</p> <p>Increase observed seat belt use for passenger vehicles, front seat outboard occupants by .70% from a current safety level of 91.80% by 92.50% by December 31, 2026, with annual benchmarks of 92.03% by 2024 and 92.26% by 2025.</p>	FARS Annual	87.90	85.00	88.30	84.75	88.24	91.80
B-2	<p>People that reported making cell phone calls while driving. (State Survey)</p> <p>Reduce of people that reported making cell phone calls while driving by .90 percentage points from 38.90 percent in 2022 to 38.00 percent by December 31, 2026, with annual benchmarks of 38.60% by 2024 and 38.30% by 2025.</p>	FARS Annual	76.80	67.10	67.00	Not conducted	42.50	38.90
B-3	Crash records with no missing critical data elements (Crash, Fatal and Non-Motorist) in the CARE database.	FARS Annual	0	0	60.00	90.00	90.00	90.50



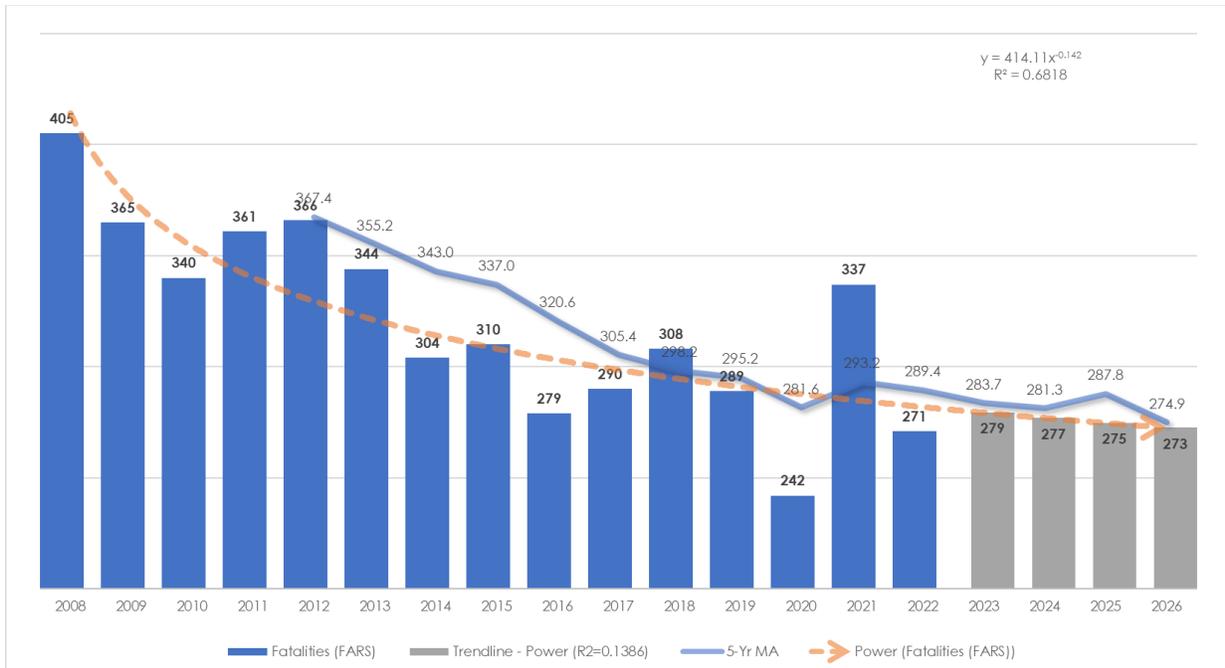
		Base Years (Historical Data)						
PERFORMANCE PLAN CHART FY24 -26 Highway Safety Plan		2017	2018	2019	2020	2021	2022	
	Increase of crash records with no missing critical data elements (Crash, Fatal and Non-Motorist) in the CARE database by 1.5 percentage points from 90.50 percent in 2022 to 92.00 percent by December 31, 2026, with annual benchmarks of 91.00% by 2024 and 91.50% by 2025.							
B-4	Validation criminal records of impaired driver in the PR-CJIS/RCI database. Increase of Validation criminal records of impaired driver in the PR-CJIS/RCI database by 24.00 percentage points from 49.00 percent in 2022 to 73.00 percent by December 31, 2026, with annual benchmarks of 57.00% by 2024 and 65.00% by 2025.	FARS Annual	0	0	0	47.00	47.00	49.00

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

Performance Target Justification

The database used to forecast the number of fatalities was the Puerto Rico FARS Database from 2008 to 2022. To analyze which outcomes best explained the behavior of the number of fatalities, a multiple regression analysis was performed using the total fatalities per year versus the total fatalities per month per year. The objective was to find which coefficients had more correlation to the total traffic fatalities based on historic data (i.e., 2008-2022) and taking into consideration the regression-to-the-mean behavior, especially after the COVID-19 pandemic and hurricane Maria aftermath.

After analyzing and reviewing the results together with road safety experts from the PRHTA and PRTSC, an objective was established to achieve a 2.5% realistic reduction in the moving average by 2026. The graph below shows the historical trend since 2008 to 2022, that showed a possible reduction of 5.0%, but it was an unrealistic value due to current trends in 2023.



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

Performance Target Justification

The database used to forecast the number of serious injuries was the Puerto Rico Road Safety Observatory from 2020 to 2022. To analyze the 5-year rolling average, the years 2017, 2018, and 2019 were estimated comparing and averaging the actual serious injuries for 2020, 2021, and 2022 versus the total crashes for each year.

Serious injury data shows an increase over the past two years, suggesting an increase in total crashes, better accuracy in data collection, and better vehicle protection systems. After analyzing and reviewing the results together with road safety experts from the PRHTA and PRSC, an objective was established to achieve a 1.0% realistic reduction in the moving average by 2026.

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

Performance Target Justification

The databases used to forecast the fatality rate were from the Puerto Rico FARS Database and the values of the Vehicle Miles Traveled (VMT) reported by the PRHTA. The years considered during the analysis were from 2013 to 2021 for both the Puerto Rico FARS Database and VMT. The fatality rate forecast was based on the forecasted number of hundred million VMT for 2023 through 2026, choosing values that showed less decrease in the VMT.

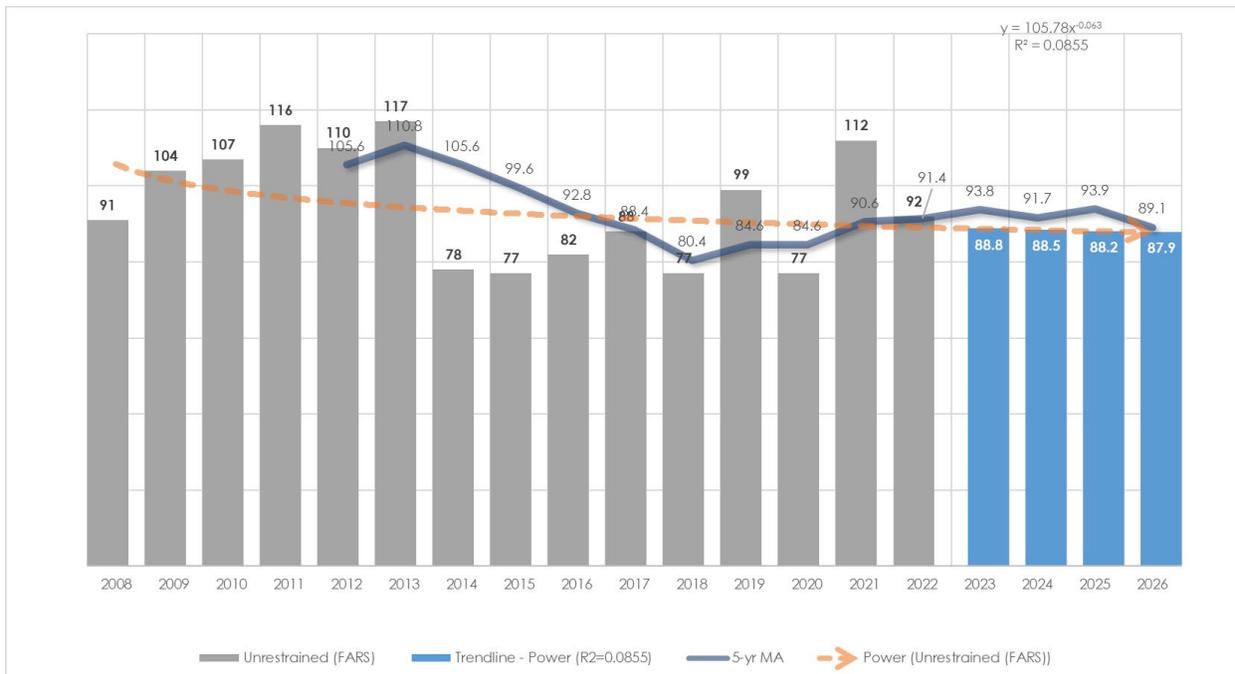
After analyzing and reviewing the results together with road safety experts from the PRHTA and PRSC, an objective was established to achieve a 3.0% realistic reduction in the moving average by 2026.

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

Performance Target Justification

The 5-year rolling average of unrestrained passenger vehicle occupant fatalities safety performance target is 90.0 for 2026, representing a reduction in the number of unrestrained passenger vehicle occupant fatalities of 1.5% from 2024 to 2026.

To reach this conclusion, it was chosen a power trendline ($y = 105.78x^{-0.063}$, $R^2 = 8.6\%$), as showed in the graph below, where the percent reduction was 2.5%. Then, the results were analyzed taking into account the current behaviors from fatal crashes and the availability of local resources. This analysis led to choose a realistic and achievable percent reduction of 1.5%.



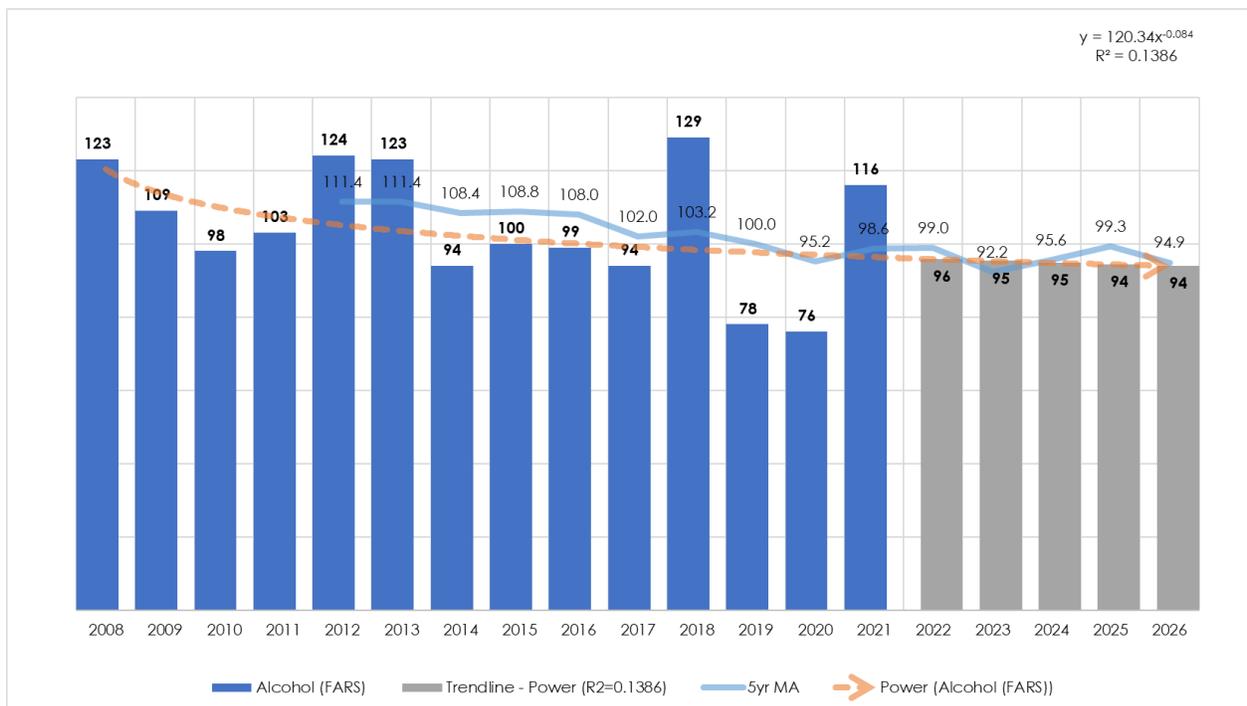
These numbers were obtained after several mathematical data analysis discussed between the key safety of the Puerto Rico SHSP and the PRISC. The database used to forecast the number of unrestrained-related fatalities was the Puerto Rico FARS Database from 2008 to 2022.

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

Performance Target Justification

The 5-year rolling average of the number of crashes involving a driver or motorcycle operator with a BAC of .08 and above is 95.1 for 2026, representing a reduction of 3.5% from 2024 to 2026.

To reach this conclusion, it was chosen a power trendline ($y = 120.34x^{-0.084}$, $R^2 = 13.9\%$), as showed in the graph below, where the percent reduction was 3.8%. Then, the results were analyzed taking into account the current behaviors from fatal crashes and the availability of local resources. This analysis led to choose a realistic and achievable percent reduction of 3.5%.



These numbers were obtained after several mathematical data analysis discussed between the key safety of the Puerto Rico SHSP and the PRISC. The database used to forecast the number in crashes involving a driver or motorcycle operator with a BAC of .08 and above was the Puerto Rico FARS Database, between 2009 and 2021.

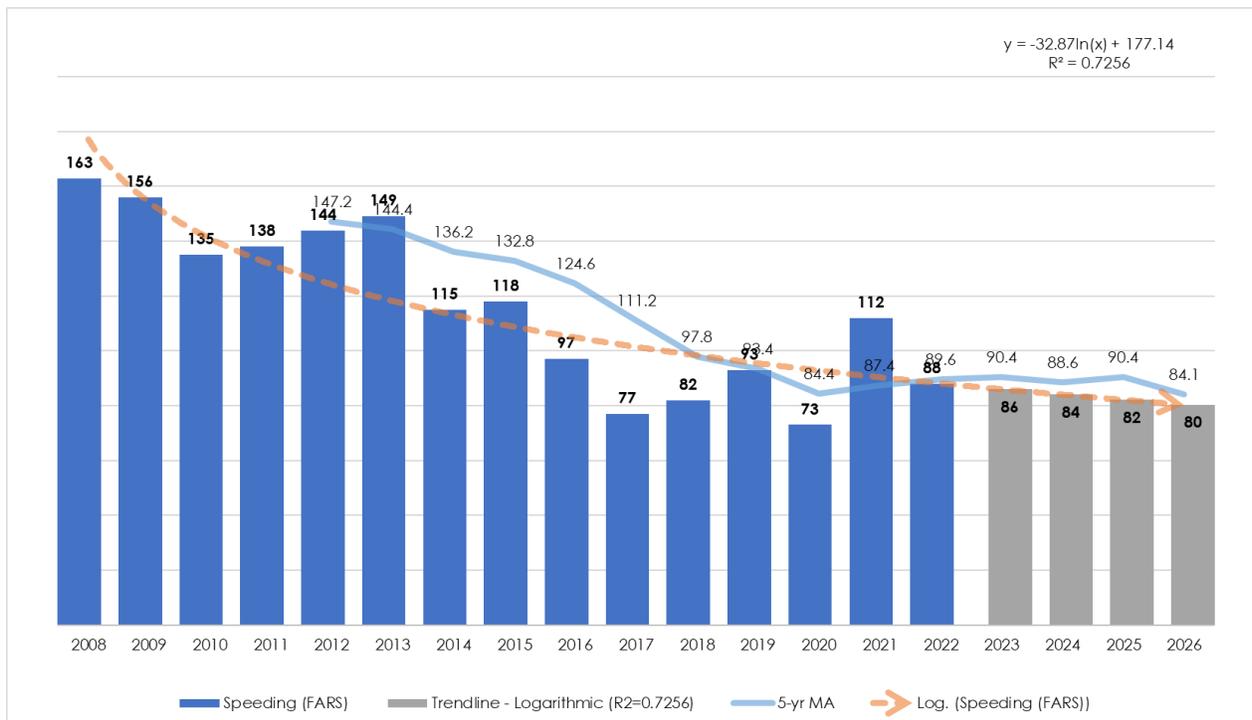
Performance Measure: C-6) Number of speeding-related fatalities (FARS)

Performance Target Justification

The 5-year rolling average of the number of speeding-related fatalities safety performance target is 87.4 for 2026, this represents a reduction in 2.5% the number of speeding-related fatalities from 2024 to 2026.

To reach this conclusion, it was chosen a logarithmic trendline ($y = -31.87\ln(x) + 177.14$, $R^2 = 72.6\%$), as showed in the graph below, where the percent reduction was 6.1%. Then, the results were analyzed taking into account the current behaviors from fatal crashes,

the availability of local resources, and, specifically, the years 2020, 2021, and 2022 that has been the years with 5-yr MA values less than 90. This analysis led to choose a realistic and achievable percent reduction of 2.5%.



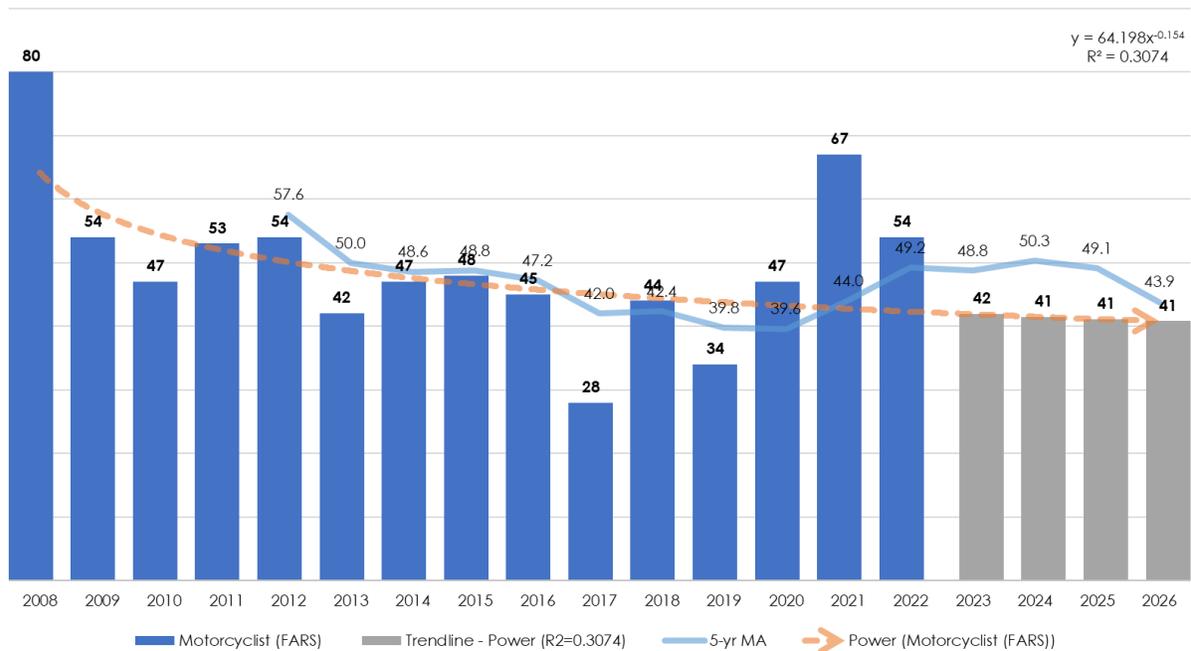
These numbers were obtained after several mathematical data analysis discussed between the key safety of the Puerto Rico SHSP and the PR TSC. The database used to forecast the number of speeding-related fatalities was from the Puerto Rico FARS Database 2009 to 2022.

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

Performance Target Justification

The 5-year rolling average of the number of motorcyclist fatalities safety performance target is 48.5 for 2026, representing a reduction of 1.5% from 2024 to 2026.

To reach this conclusion, it was chosen a power trendline ($y = 64.198x^{-0.154}$, $R^2 = 30.7\%$), as showed in the graph below, where the percent reduction was 10.8%. Then, the results were analyzed taking into account the current behaviors from fatal crashes, the availability of local resources, and, specifically, the current trend in 2023, where it is expected to have more fatalities than 2022. This analysis led to choose a realistic and achievable percent reduction of 1.5%.



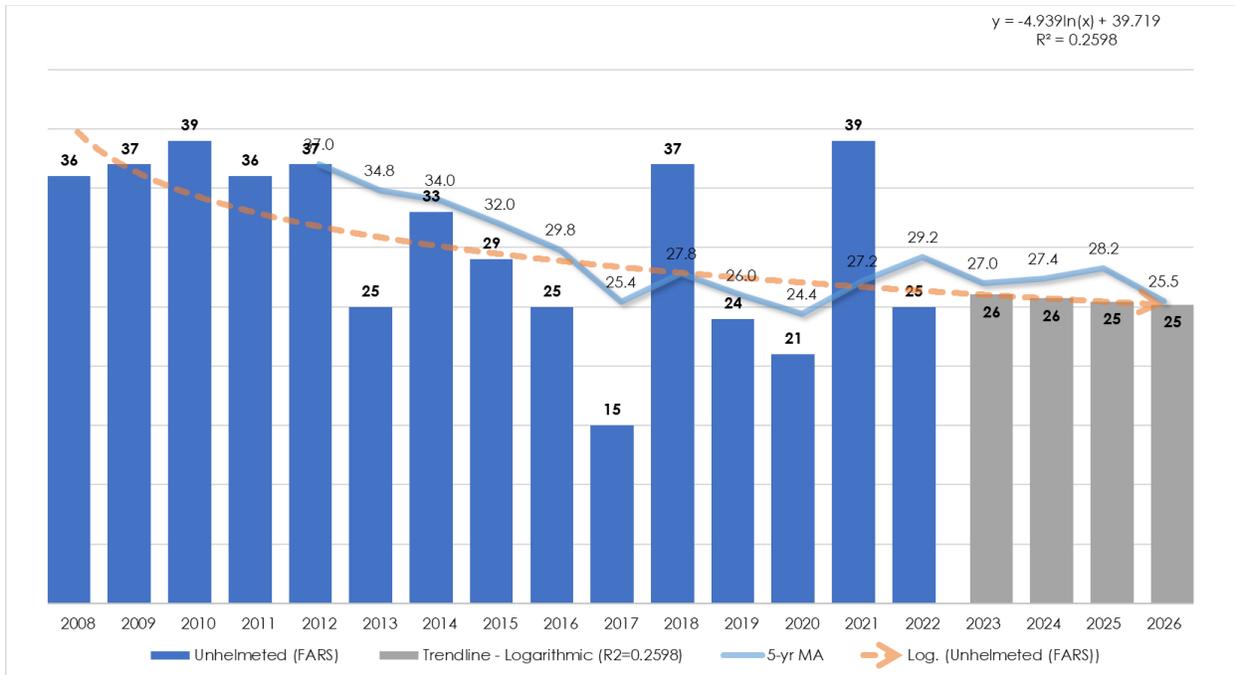
These numbers were obtained after several mathematical data analysis discussed between the key safety of the Puerto Rico SHSP and the PRSC. The database used to forecast the number of speeding-related fatalities was from the Puerto Rico FARS Database 2009 to 2022.

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

Performance Target Justification

The 5-year rolling average of the number of unhelmeted motorcyclist fatalities safety performance target is 28.0 for 2026, representing a reduction of 4.0% from 2024 to 2026.

To reach this conclusion, it was chosen a logarithmic trendline ($y = -4.939\ln(x) + 39.719$, $R^2 = 26.0\%$), as showed in the graph below, where the percent reduction was 12.8%. Then, the results were analyzed taking into account the current behaviors from fatal crashes, and the availability of local resources. This analysis led to choose a realistic and achievable percent reduction of 4.0%.



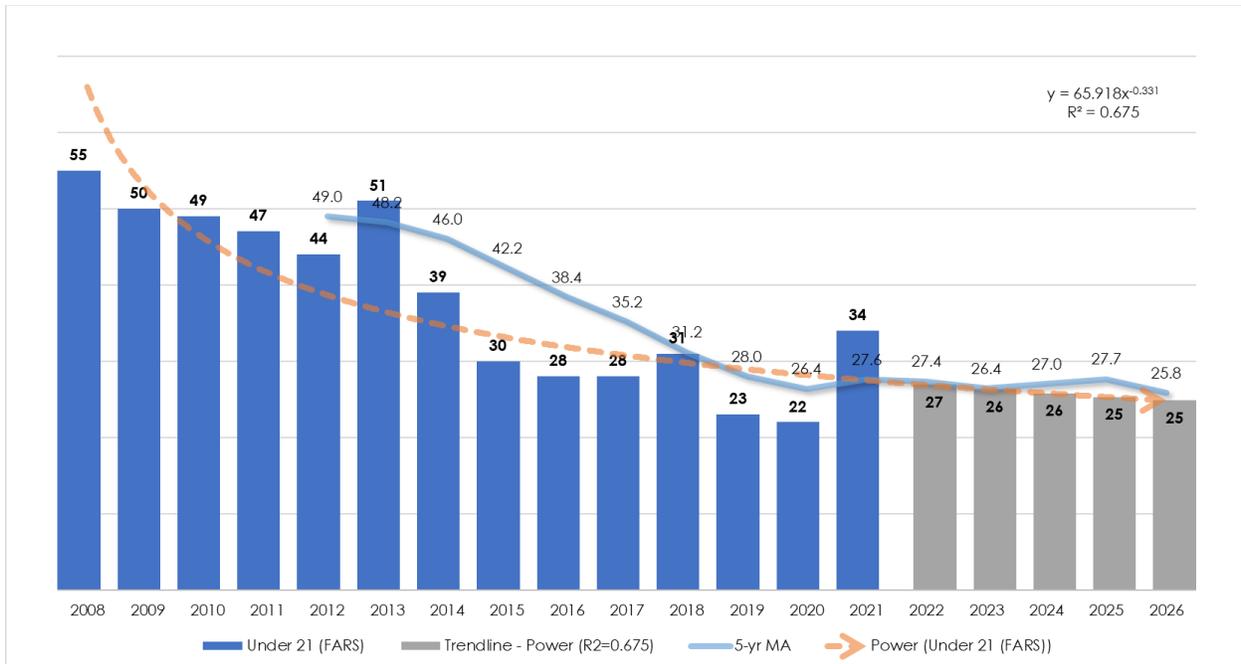
These numbers were obtained after several mathematical data analysis discussed between the key safety of the Puerto Rico SHSP and the PRTSC. The database used to forecast the number of speeding-related fatalities was from the Puerto Rico FARS Database 2009 to 2022.

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

Performance Target Justification

The 5-year rolling average of the number of drivers age 20 or younger involved in fatal crashes is 27.0 for 2026, representing a reduction of 2.0% from 2024 to 2026.

To reach this conclusion, it was chosen a power trendline ($y = 65.918x^{-0.331}$, $R^2 = 67.5\%$), as showed in the graph below, where the percent reduction was 6.4%. Then, the results were analyzed taking into account the current behaviors from fatal crashes, and the availability of local resources. This analysis led to choose a realistic and achievable percent reduction of 2.0%.



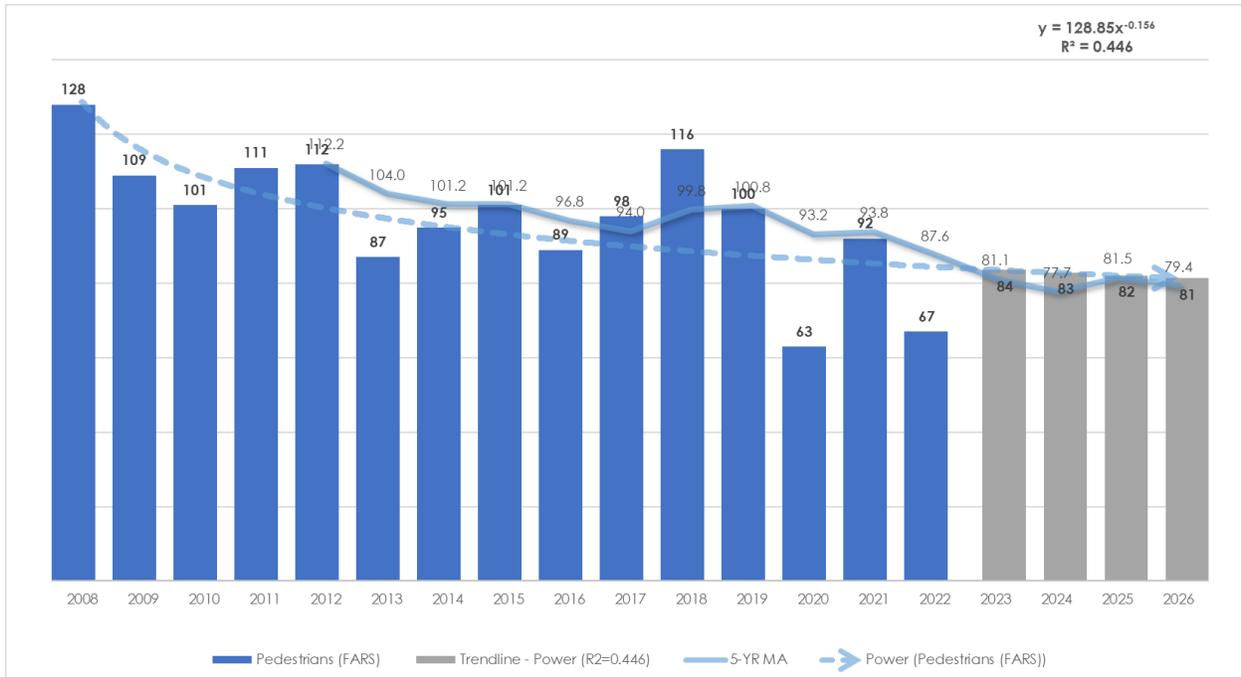
These numbers were obtained after several mathematical data analysis discussed between the key safety of the Puerto Rico SHSP and the PRTSC. The database used to forecast the number of fatalities of drivers age 20 or younger involved in fatal crashes was the Puerto Rico FARS Database 2009-2021.

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

Performance Target Justification

The 5-year rolling average of the number of pedestrian fatalities safety performance target is 85.8 for 2026, representing a reduction of 2.0% from 2024 to 2026.

To reach this conclusion, it was chosen a power trendline ($y = 128.85x^{-0.156}$, $R^2 = 44.6\%$), as showed in the graph below, where the percent reduction was 9.4%. Then, the results were analyzed taking into account the current behaviors from fatal crashes, and the availability of local resources. This analysis led to choose a realistic and achievable percent reduction of 2.0%.



These numbers were obtained after several mathematical data analysis discussed between the key safety of the Puerto Rico SHSP and the PRTSC. The database used to forecast the number of pedestrian fatalities was the Puerto Rico FARS Database using 2009 to 2022 data.

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

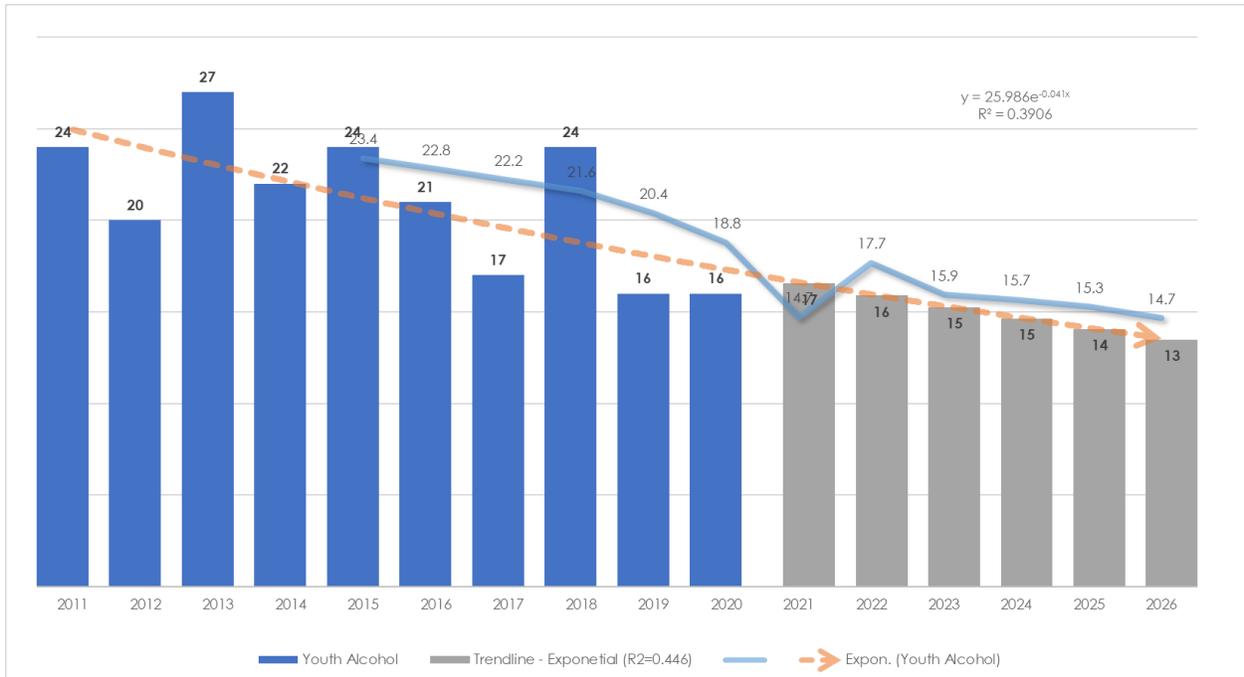
Performance Target Justification

The 5-year rolling average of the number of bicyclist fatalities safety performance target is 9.3 for 2026, representing a reduction of 5.0% from 2024 to 2026. These numbers were obtained after several mathematical data analysis discussed between the key safety of the Puerto Rico SHSP and the PRTSC. The database used to forecast the number of bicyclists' fatalities was the Puerto Rico FARS Database 2009 to 2021.

Performance Measure: C-12) Number of youth impaired driving fatalities

Performance Target Justification

The 5-year rolling average of the number of youth impaired driving fatalities safety performance target is 17.9 for 2026, representing a reduction of 5.0% from 2024 to 2026.



Youth defined as 16-24 years. Alcohol impairment defined as: under 18 years BAC > 0.00%/18-20 years BAC ≥ 0.02%/21-24 years BAC ≥ 0.08%. These numbers were obtained after several mathematical data analysis discussed between the key safety of the Puerto Rico SHSP and the PRTSC. The database used to forecast the number of youth alcohol-related fatalities was the Puerto Rico FARS Database 2009 to 2020.

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

Performance Target Justification

Increase observed seat belt use for passenger vehicles, front seat outboard occupants by .70% from a current safety level of 91.80% by 92.50% by December 31, 2026, with annual benchmarks of 92.03% by 2024 and 92.26% by 2025.

Performance Measure: B-2) Percentage of people that reported making cell phone calls while driving. (Survey)

Performance Target Justification

Reduce of people that reported making cell phone calls while driving by .90 percentage points from 38.90 percent in 2022 to **38.00** percent by December 31, 2026, with annual benchmarks of 38.60% by 2024 and 38.30% by 2025.

Performance Measure: B-3) Percentage of crash records with no missing critical data elements (Crash, Fatal and Non-Motorist) in the CARE database.

Primary performance attribute: **Completeness**

Core traffic records data system to be impacted: **Crash**

Performance Target Justification

Increase of crash records with no missing critical data elements (Crash, Fatal and Non-Motorist) in the CARE database by 1.5 percentage points from 90.50 percent in 2022 to 92.00 percent by December 31, 2026, with annual benchmarks of 91.00% by 2024 and 91.50% by 2025. During next 3-years, work will be done to improve the quality and validity of accident data, including introducing procedures to address missing and invalid data. Establish mechanisms to maximize data integrity, including geolocation of crashes and fatalities on local streets, data from alcohol test results, integration of road characteristics, alcohol dispensing locations, data weather and US census data.

Performance Measure: B-4) Percentage of validation criminal records of impaired driver in the PR-CJIS/RCI database.

Primary performance attribute: **Completeness**

Core traffic records data system to be impacted: **Citation and adjudication**

Performance Target Justification

Increase of Validation criminal records of impaired driver in the PR-CJIS/RCI database by 24.00 percentage points from 49.00 percent in 2022 to 73.00 percent by December 31, 2026, with annual benchmarks of 57.00% by 2024 and 65.00% by 2025. This project has the core purpose to continue enhancing the DUI records entering, tracking, update, and validation process through RCI system, in order to strengthen the system data quality management, which contains offender's criminal history, arrest, warrants, and photographs, to keep ensuring access to offenders previous and/or DUI history impaired driving, and other substantial information, such as criminal data if applicable.

Program Areas

Program Area: Impaired Driving

Description of Highway Safety Problems

The Alcohol Impaired Driving Prevention Program is outlined within Puerto Rico Traffic Safety Commission mission's of preventing and reducing deaths, injuries and property damage caused by impaired drivers. For 51 years, the Puerto Rico Traffic Safety Commission has been working towards reducing impaired drivers by educating the people, legislators and subsidizing law enforcement efforts.

A nationwide battle targeting zero injuries and fatalities in our roads has combine a new strategy within the Bipartisan Infrastructure Law, BIL; a combination of new technologies and community engagement to keep the relevance of this public safety issue and action oriented.

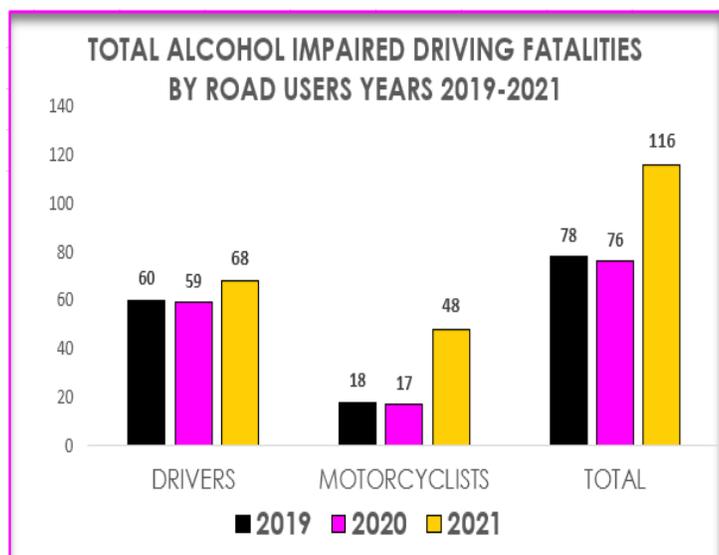
Puerto Rico statistical data indicates a 49% increase in alcohol impaired driving fatalities from years 2019 to 2021. In addition, FARS data reports 116 alcohol impaired driving fatalities during 2021. This number represents 34% of all traffic fatalities. Regarding drugs, a total of 28 traffic fatalities tested positive for drugs including 13 drivers.

According to *Our World in Data*, for the year 2019, injuries related to traffic crashes were the 12th cause of global deaths with approximately 1.2 million deaths. Alcohol is the oldest drug and the most consumed. Ancient civilizations as the Greek and Romans consumed alcoholic beverages but alerted of its dangers. In the middle ages, drunk people were drastically punished and sometimes killed because of it.

Modern times have shown us that consuming alcohol has an important role in social bonding for many people. If it is consumed with moderation, it can be fun and relaxing, but when consumed in excess it could result in negative outcomes such as: diseases or health issues, crime, road incidents, and alcohol dependence.

One of the problems is that people don't get to know their limits or tolerance to alcoholic beverages and keep going.

In this modern world of us, where everybody shares connections and information around the globe, it is difficult to understand why impaired driving fatalities and injuries keep being caused. Human behavior and knowledge don't always correspond. It is very evident in the matter of alcohol consumption and driving. Everybody knows it's dangerous and risky, but many keep doing it and avoidable traffic injuries and fatalities keep occurring.



ALCOHOL IMPAIRED DRIVING FATALITIES YEARS 2019-2021

According to NHTSA Fatality Analysis Reporting System, FARS, in 2021, one hundred and sixteen (116) alcohol impaired driving fatalities occurred. This indicates a 49% increase from 2019.

- * Gender data analysis for impaired driving fatalities for the three-year period shows an average of 92% of male fatalities and 8% female fatalities.
- * Analysis by age group for the three-year period shows that 56% of impaired driving fatalities were in the age group 25-49, 24% in age groups 50+ and 20% in age group 16-24.
- * On the three-year period, 77% of impaired driving fatalities occurred at nighttime from 6:01PM to 6:00 AM.
- * When analyzing data of impaired driving fatalities, by day of the week, it shows that Sunday reported the highest average of fatalities for the 3-year period with 29%, followed by Saturday with 26% and Friday with 19%.
- * Impaired driving fatalities by month, for this three-year period: December registered the highest ID deaths with 13%, July and January reported 11% each, and March and June reported 10% each. Summer months, June, July and August, accounted for 27% of total impaired driving fatalities.

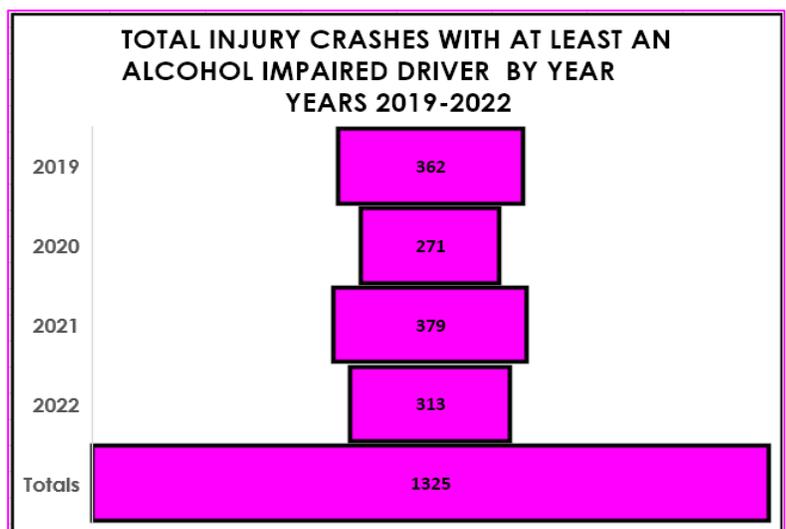
Other relevant information regarding the three-year period impaired driving fatalities:

- * 69% were drivers and 31% motorcyclists.
- * 89% had a BAC of .08%+.
- * 77% of impaired drivers killed were unrestrained.
- * 71% of impaired motorcycle riders killed were un-helmeted.
- * 58% alcohol impaired driving fatalities also presented a speeding factor.

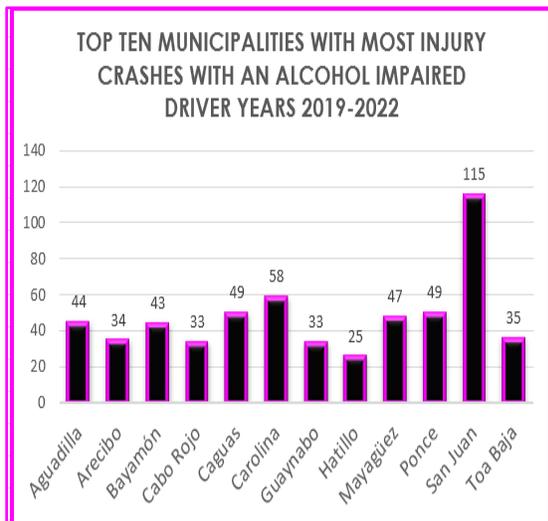
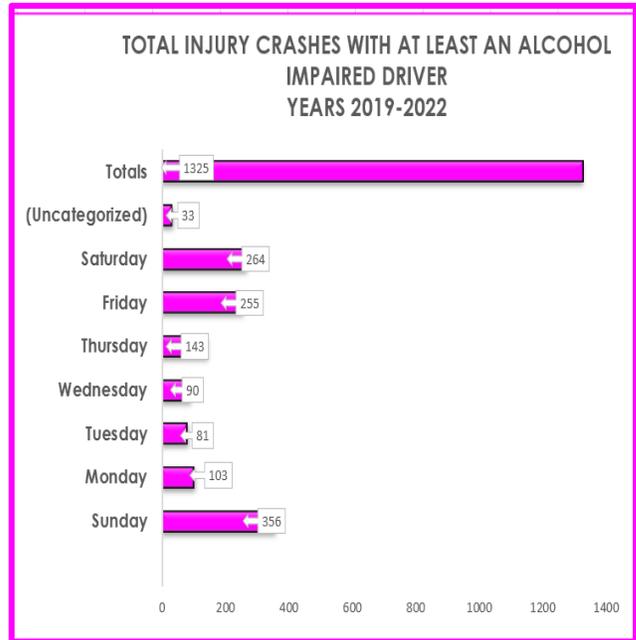
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INJURY CRASHES WITH AT LEAST AN ALCOHOL IMPAIRED DRIVER YEARS 2019-2022

For the years 2019- 2022 a total of 1,325 injury crashes were reported with an alcohol impaired driver involved.



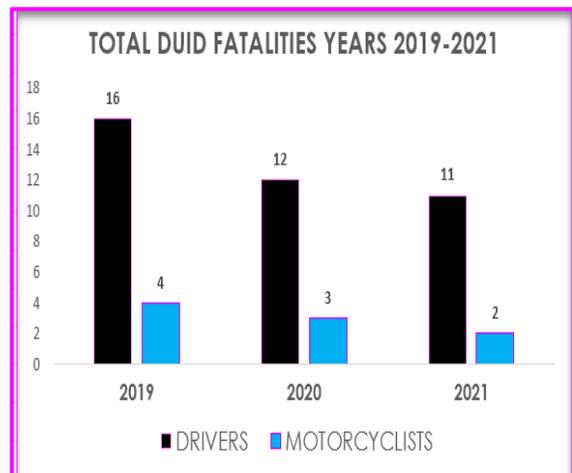
- * Forty-three pedestrians were affected by these injury crashes.
- * 74% of these injury crashes occurred during 6:00PM to 6:00AM
- * 12% occurred among age group 18-20, 21% Age group 21-24, 49% age group 25-49
- * 38% of the crashes involved a male driver and 56% involved a female driver, 6% was uncategorized.
- * 76% of crashes occurred under clear conditions.
- * Sunday comprises most injury crashes with 27%, followed by Saturday with 20% and Friday with 19%.



DRIVING UNDER THE INFLUENCE OF DRUGS FATALITIES YEARS 2019-2021

For the three-year period from 2019-2021 a total of 481 drivers (including motorcyclists) died in traffic crashes:

- * Of the 481 driver's fatalities reported during the three-year period 2019-2021, 10% or 48 drivers tested positive for drugs.
- * Of these 48 fatalities, 81% or 39 were drivers and 9 were motorcyclists.



- * A total of 50% of the DUID fatalities were also alcohol impaired.
- * Most frequent drugs found in the tox tests were Cocaine, Cocaine & Fentanyl, Opioids, Cannabinoids, THC and, HD.
- * Ninety two percent of DUID fatalities were men.
- * Age group 25-49 reported 35% of total drug impaired driving fatalities followed by age group 50+ with 29% of total DUID. The youngest driver under the influence of drugs was 15 years old and the oldest 84 years old.
- * Saturday reported most drug impaired fatalities with 27%.
- * March reported 19% of total drug impaired driving fatalities followed by July with 15%.
- * Seventy seven percent of drug impaired drivers were unrestrained at the time of the crash.
- * 55 percent of drug impaired motorcyclists were unhelmeted.
- * A total of 58% reported speeding as a contributor factor to the crash.
- * Sixty seven percent of drug impaired driving fatalities occurred at nighttime.
- * Fifty four percent of drug impaired driving fatalities occurred on primary roads.

Countermeasure Strategy for Programming Funds

These are the countermeasure strategies in the Impaired Driving Program that contributed towards meeting/improving the performance targets:

- * Strategy ID-1: Alcohol Screening for Prosecutorial Evidence
- * Strategy ID-2: Prosecution and Adjudication of DWI Offenders
- * Strategy ID-3: Enforcement of Impaired Driving Laws
- * Strategy ID-4: Victims Impact Panel for DWI Offenders
- * Strategy ID-5: DWI Offender Treatment, Monitoring, Control
- * Strategy ID-6: Drugged Driving
- * Strategy ID-7: Promoting Alcohol Retailing Practices
- * Strategy ID-8: Highway Safety Office Program Management (ID)

Strategy		ID -1 Alcohol Screening for Prosecutorial Evidence
Problem strategy	(link to)	Alcohol toxicology laboratory chemists conducted 520 blood analyses on drivers, performed 715 calibrations of intoxilyzers, and certified 448 police officers as operators of the instruments for conducting alcohol tests. Also, attended court as witnesses in DUI cases on 625 occasions in 2021.
Countermeasures and justification		CTW 5 stars citation: Alcohol Screening and Brief intervention
Target (link to strategy)		Reduce alcohol-impaired driving fatalities by 1.5% from 98.6 (2017-2021 RA) to 97.1 (2022-2026 RA) by 2026, with following annual benchmarks 98.1 (2020-2024 RA) and 2024 to 97.6 (2021-2025 RA) by 2025.

Estimated 3-year funding allocation	\$1,775,000; BIL 405(d), 154, 164
Strategy to project considerations	<ul style="list-style-type: none"> Experienced chemists in DWI cases; trainings for police officers as operators of the instruments for conducting alcohol test. Promoting communication among courts. Improving alcohol toxicology laboratory services for better availability and quality data.

Strategy		ID-2 Prosecution and Adjudication of DWI Offenders
Problem (link to strategy)		In 2021, DWI special prosecutors handled 9,780 cases. Included consultations with the police officers involved in the arrests, investigations of crash scenes, authorization for filing criminal charges, preparation of evidence discovery, responses to motions for evidence discovery, suppression of evidence, witness interviews, and addressing any other motions, preliminary hearings, hearings to suppress evidence, trials, and sentencing proceedings.
Countermeasures and justification		CTW 4 stars citation: DWI Courts – Traffic Safety Resource Prosecutors: DWI cases can be highly complex and difficult to prosecute, yet they are often assigned to the least experienced prosecutors. In one survey, about half of prosecutors and judges said the training and education they received prior to assuming their positions were inadequate for preparing them to prosecute and preside over DWI cases (Robertson & Simpson, 2002). TSRPs are professionals with prosecutorial experience who specialize in the prosecution of traffic crimes, and DWI cases in particular. They provide training, education, and technical support to prosecutors.
Target (link to strategy)		Reduce alcohol-impaired driving fatalities by 1.5% from 98.6 (2017-2021 RA) to 97.1 (2022-2026 RA) by 2026, with following annual benchmarks 98.1 (2020-2024 RA) by 2024 and 97.6 (2021-2025 RA) by 2025.
Estimated 3-year funding allocation		\$3,920,000; BIL 405(d), 154, 164
Strategy to project considerations		<ul style="list-style-type: none"> Experienced TSRPs in DWI cases; trainings for police officers, probation officers, prosecutors and judges to blanket the state. Promoting communication among courts and between courts, the traffic safety community, and affected communities. Implementing alternative or innovative sanctions for impaired drivers. Improving alcohol and drug toxicology services for better availability and quality of evidentiary data.

Strategy		ID-3 Enforcement and Equipment of Impaired Driving Laws
Problem (link to strategy)		The number of drivers arrested for impaired driving has shown a decline from 2017 to 2021. However, it is concerning to note that drivers between the ages of 25 and 49 who are involved in alcohol-related crashes are disproportionately represented in injury crashes and fatalities.
Countermeasures and justification		CTW 3 stars citation or more: Publicized Sobriety Checkpoints, High-Visibility Saturation Patrols, Preliminary Breath Test Devices, Integrated Enforcement Impaired Driving



Target (link to strategy)	Reduce alcohol-impaired driving fatalities by 1.5% from 98.6 (2017-2021 RA) to 97.1 (2022-2026 RA) by 2026, with following annual benchmarks 98.1 (2020-2024 RA) by 2024 and 97.6 (2021-2025 RA) by 2025.
Estimated 3-year funding allocation	\$1,000,000; BIL 405(d), 154, 164
Strategy to project considerations	<ul style="list-style-type: none"> ▪ Sociodemographic data ▪ Locations ▪ Municipalities and Affected communities ▪ 23 U.S. Code § 402 - Highway safety programs (2) Uniform Guidelines (F) (i) national law enforcement mobilizations and high-visibility law enforcement mobilizations coordinated by the Secretary; (ii) sustained enforcement of statutes addressing impaired driving, occupant protection, and driving in excess of posted speed limits.

Strategy	ID-4 Victims Impact Panel for DWI Offenders
Problem (link to strategy)	In 2022, out of the DWI offenders whose cases had been adjudicated, 213 were referred by the court to the Victim Impact Panel for an alcohol-impaired driving offense, while in 2021, the number was 86.
Countermeasures and justification	CTW 2 stars citation or more: Sanctions - This countermeasure involves standard judicial penalties for DWI offenses, including driver's license suspension or revocation, fines, imprisonment, and victim impact panels. In Puerto Rico, a combination of these penalties is used. Mandatory minimum levels are established for some sanctions, which often increase for subsequent offenses.
Target (link to strategy)	Reduce alcohol-impaired driving fatalities by 1.5% from 98.6 (2017-2021 RA) to 97.1 (2022-2026 RA) by 2026, with following annual benchmarks 98.1 (2020-2024 RA) by 2024 and 97.6 (2021-2025 RA) by 2025.
Estimated 3-year funding allocation	\$500,000; BIL 405(d), 154, 164
Strategy to project considerations	<ul style="list-style-type: none"> ▪ Ensure accessibility and inclusivity by offering multiple panel sessions at various locations and considering virtual options for those unable to attend in person. ▪ Conduct pre- and post-panel surveys to assess the effectiveness of the program in changing participants' attitudes and behaviors towards DWI offenses. ▪ Recruit and train facilitators who have experience in victim advocacy and can effectively guide discussions during the panel sessions. ▪ Establish partnerships with victim support organizations to provide resources and counseling services to participants who may require additional support. ▪ Implement a referral system to connect DWI offenders with appropriate rehabilitation programs or counseling services based on their individual needs.

Strategy	ID-5 DWI Offender Treatment, Monitoring and Control
Problem (link to strategy)	In 2022, out of the DWI offenders whose cases had been adjudicated, 244 were referred by the court to the Evidenced-Based Treatment Program for DUI Offenders.
Countermeasures and justification	CTW 4 starts citation or more: Alcohol Problem Assessment and Treatment, and DWI Offender Monitoring
Target (link to strategy)	Reduce alcohol-impaired driving fatalities by 1.5% from 98.6 (2017-2021 RA) to 97.1 (2022-2026 RA) by 2026, with following annual benchmarks 98.1 (2020-2024 RA) by 2024 and 97.6 (2021-2025 RA) by 2025.
Estimated 3-year funding allocation	\$1,000,000; BIL 405(d), 154, 164
Strategy to project considerations	<ul style="list-style-type: none"> ▪ Conduct a thorough needs assessment and review of existing research to identify evidence-based treatment models and interventions suitable. ▪ Partnerships with local and state law enforcement agencies, courts, and treatment providers. ▪ Provide ongoing monitoring and support throughout the treatment process. ▪ Offer a range of treatment modalities and support services, including individual counseling, group therapy, family therapy, educational workshops, and aftercare planning. ▪ Ensure cultural competence and sensitivity in the delivery of treatment services, addressing the unique needs and backgrounds of DUI offenders.

Strategy	ID-6: Drug-Impaired Driving
Problem (link to strategy)	Number of fatalities drivers under the influence of drugs impaired driving from 2017 to 2021 are overrepresented.
Countermeasures and justification	CTW 3 starts citation: Enforcement of Drug-Impaired Driving
Target (link to strategy)	To commence first phase of a state DUID Toxicology Lab within the Department of Health by contracting specialized personnel, establishing procedures and protocols, develop a panel of simultaneous detection of drugs , training and purchase of supplies and equipment.
Estimated 3-year funding allocation	\$5,000,000; BIL 405(d)
Strategy to project considerations	<ul style="list-style-type: none"> ▪ Affected communities. ▪ High-risk locations, regions and municipalities ▪ High-risk times for drugged driving ▪ Training for law enforcement personnel, including SFST, and DRE training programs. ▪ Training for officers, prosecutors, toxicologists, chemicals, and judges ▪ Sociodemographic data

Strategy		ID-7: Promoting Alcohol Retailing Practices
Problem (link to strategy)		Adopt and enforce alcohol beverage control regulations to prevent over-service, service in high-risk situations and prohibit service to visibly intoxicated patrons.
Countermeasures and justification		CTW 2 starts citation: Responsible Beverage Service – <i>Several research studies have evaluated the effectiveness of this countermeasure. While some findings indicate positive results in terms of driver awareness, the overall evidence regarding its effectiveness in reducing crashes remains inconclusive.</i> Recommendation of the 2023 PR Impaired Driving Program Assessment.
Target (link to strategy)		Reduce alcohol-impaired driving fatalities by 1.5% from 98.6 (2017-2021 RA) to 97.1 (2022-2026 RA) by 2026, with following annual benchmarks 98.1 (2020-2024 RA) by 2024 and 97.6 (2021-2025 RA) by 2025.
Estimated 3-year funding allocation		\$1,000,000; BIL 405(d), 154, 164
Strategy to project considerations		<ul style="list-style-type: none"> ▪ Sociodemographic data ▪ Location(s) ▪ Municipality and affected communities ▪ Agencies surveillance efforts ▪ Training programs for alcohol retailers on responsible sales and service

Strategy		ID-8: Highway Safety Office Program Management - ID
Problem (link to strategy)		Ensure that the designated Impaired Driving (ID's) Coordinators effectively coordinates and manages tasks, providing leadership, training, and technical assistance to other state agencies as well as local DUI programs and projects.
Countermeasures and justification		Establishing an ID Coordinator's role will provide the necessary focus, expertise, and coordination to enhance safety through targeted campaigns, training, data analysis, and collaborative partnerships. This proactive approach will contribute to the reduction of injuries and fatalities in our state, making our roads safer for all.
Target (link to strategy)		Provide statewide coordination and administration of all impaired driving-related activities and strategies.
Estimated 3-year funding allocation		\$550,000; BIL 405(d), 154, 164
Strategy to project considerations		<ul style="list-style-type: none"> ▪ Funding the coordination and administration of the impaired driving-related activities and strategies. ▪ Highway Safety Program Guideline No.8: Impaired Driving <ul style="list-style-type: none"> ↳ Chapter I. Program Management and Strategic Planning: An effective impaired driving program should be based on strong leadership, sound policy development, program management and strategic planning, and an effective communication program. Program efforts should be data-driven, focusing on populations and geographic areas that are most at risk, and science-based, determined through independent evaluation as likely to succeed. Programs and activities should be guided by problem identification and carefully managed and monitored for effectiveness. Adequate resources should be devoted to the problem and costs should be borne, to the extent possible, by impaired drivers.



- 23 U.S. Code § 402 - Highway safety programs (2) Uniform Guidelines (A) (iii) to reduce injuries and deaths resulting from persons driving motor vehicles while impaired by alcohol or a controlled substance.



Program Area: Youth Impaired Driving

Description of Highway Safety Problems

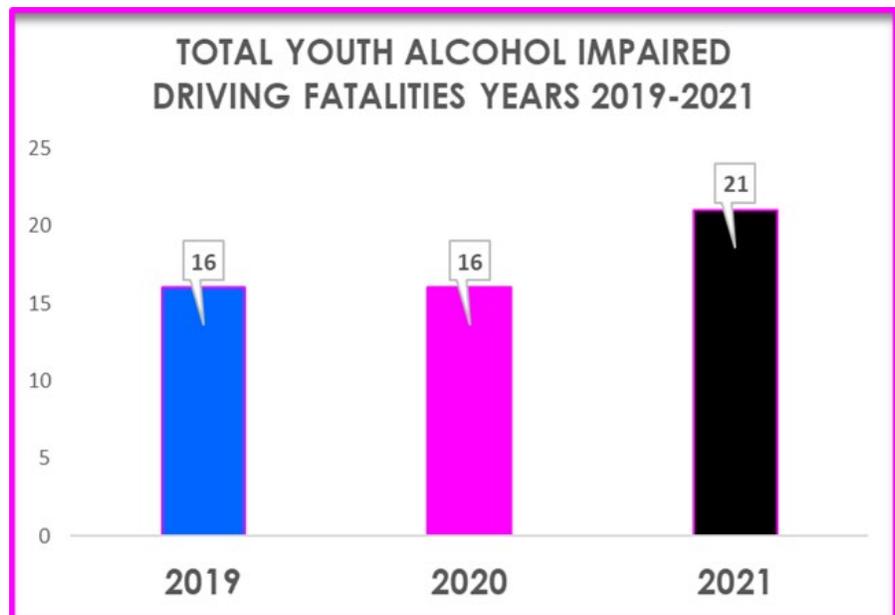
One of the great goals established by adolescents in secondary schools is to reach the university of their choice and be able to study their desired career. However, this is accompanied by a university life of great challenges and great parties to celebrate with their friends and peers.

In Puerto Rico, an adolescent of 16 years of age and under 18 years of age with an adult (father, mother, or guardian) is given the privilege of obtaining a learner driver's license, after taking and passing a theoretical exam provided by the Department of Transportation and Public Works. After a period has elapsed, the adolescent can obtain a state-authorized driver's license through a practical exam and can be a driver without any type of supervision.

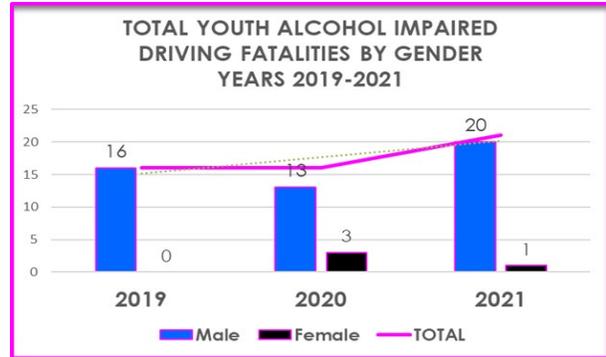
For this reason, adolescents begin their celebration in high school and begin to make their party groups and visit places that sell alcoholic beverages. Then the exit of the adolescents from the secondary schools and the entrance to the university life where it is mixed with the celebration of independent life and the privilege of driving a motor vehicle away from the supervision of their parents or a guardian.

On the other hand, the visits of adolescents and young people to frequent places where alcoholic beverages are sold, become frequent and common to carry out social gatherings or reduce the load of the academic week. In this way, we arrive at the starting point, where young people and adolescents mix the consumption of alcoholic beverages and driving a motor vehicle.

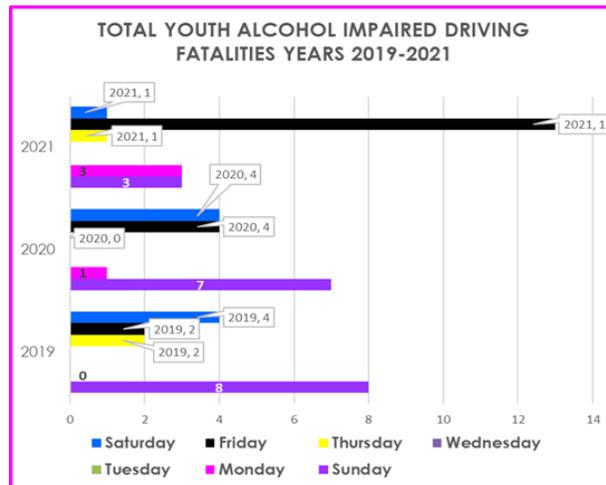
For the years 2019 to 2021, according to the Fatality Analysis Reporting System (FARS), 53 youth fatalities were reported due to driving under the influence of alcohol.



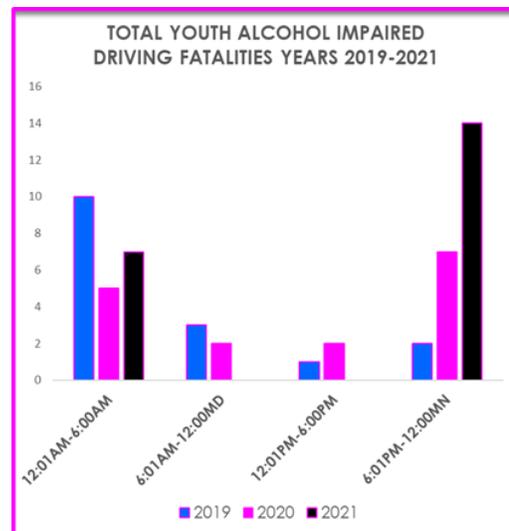
According to FARS, analysis of data by gender for drink-driving fatalities over the three-year period years shows an average of 92% male deaths and 7% female deaths.



After a week of studies, weekends are the perfect excuse for adolescents and young people to release that load, it is for such a reason that according to FARS, crashes caused by drivers under the influence of alcohol are caused on Fridays, Saturdays, and Sundays



One of the great cultural challenges that exist in Puerto Rico is that every month of the year is paty.. Naturally, young people and adolescents from secondary schools and university students only need one reason to consume alcoholic beverages for this reason. In the FARS analysis, you show us how the fatalities are reflected for each month of the year, Christmas and summer being the months with the highest fatalities.



Undoubtedly, alcohol consumption in young people between the ages of 15 and 24 is a social behavior built by culture and generations. Through the years, prevention messages have been carried to reduce highway deaths from drunk drivers. For this reason, youth groups are created and developed in the public and private universities of Puerto Rico so that they are young people educating young people about the consequence of driving under the influence of alcohol and carrying the message of prevention and raising awareness of the responsibility that we have as a society and avoid and prevent fatalities on the roads of our country.



Countermeasure Strategy for Programming Funds

These are the countermeasure strategies in the Youth Impaired Driving Program that contributed towards meeting/improving the performance targets:

- * Strategy YID-1: Youth Programs – Peer to Peer Approach (Underage Drinking and Drinking and Driving Prevention, Intervention, Communications and Outreach)
- * Strategy YID-2: Underage Alcohol and Drug Use Prevention
- * Strategy YID-3: Underage Drinking and Drinking and Driving

Strategy	YID-1: Youth Programs – Peer to Peer Approach (Underage Drinking and Drinking and Driving Prevention, Intervention, Communications and Outreach)
Problem (link to strategy)	Drivers age 16-24 over represented in alcohol related fatalities & injury crashes.
Countermeasures (and justification)	CTW 2 starts citation: Designated Drivers; Youth Programs - Several research studies have evaluated the effectiveness of this countermeasure. While some findings indicate positive results in terms of driver awareness, the overall evidence regarding its effectiveness in reducing crashes remains inconclusive. Recommendation of the 2023 PR Impaired Driving Program Assessment.
Target (link to strategy)	Reduce drivers age 20 and younger involved in fatal crashes by 1.5% from 27.6 (2017-2021 RA) to 27.2 (2022-2026 RA) by 2026, with following annual benchmarks 27.5 (2020-2024 RA) by 2024 and 27.3 (2021-2025 RA) by 2025.
Estimated 3-year funding allocation	\$3,000,000; BIL 405(d), 154, 164
Strategy to project considerations	<ul style="list-style-type: none"> Location Affected high-risk regions and municipalities Sociodemographic data Focus on peer-to-peer approach for preventing underage drinking and drinking and driving. Partnerships with local and state law enforcement agencies,

Strategy	YID-2 Underage Alcohol and Drug Use Prevention
Problem (link to strategy)	Drivers age 16-24 over represented in alcohol related fatalities & injury crashes.
Countermeasures and justification	CTW 2 starts citation: Designated Drivers; Youth Programs - Several research studies have evaluated the effectiveness of this countermeasure. While some findings indicate positive results in terms of driver awareness, the overall evidence regarding its effectiveness in reducing crashes remains inconclusive. Recommendation of the 2023 PR Impaired Driving Program Assessment.
Target (link to strategy)	Reduce drivers age 20 and younger involved in fatal crashes by 1.5% from 27.6 (2017-2021 RA) to 27.2 (2022-2026 RA) by 2026, with following annual benchmarks 27.5 (2020-2024 RA) by 2024 and 27.3 (2021-2025 RA) by 2025.
Estimated 3-year funding allocation	\$1,000,000; BIL 405(d), 154, 164
Strategy to project considerations	<ul style="list-style-type: none"> Locations, time Affected high-risk regions and municipalities



- Sociodemographic data
- Partnerships with local and state law enforcement agencies,

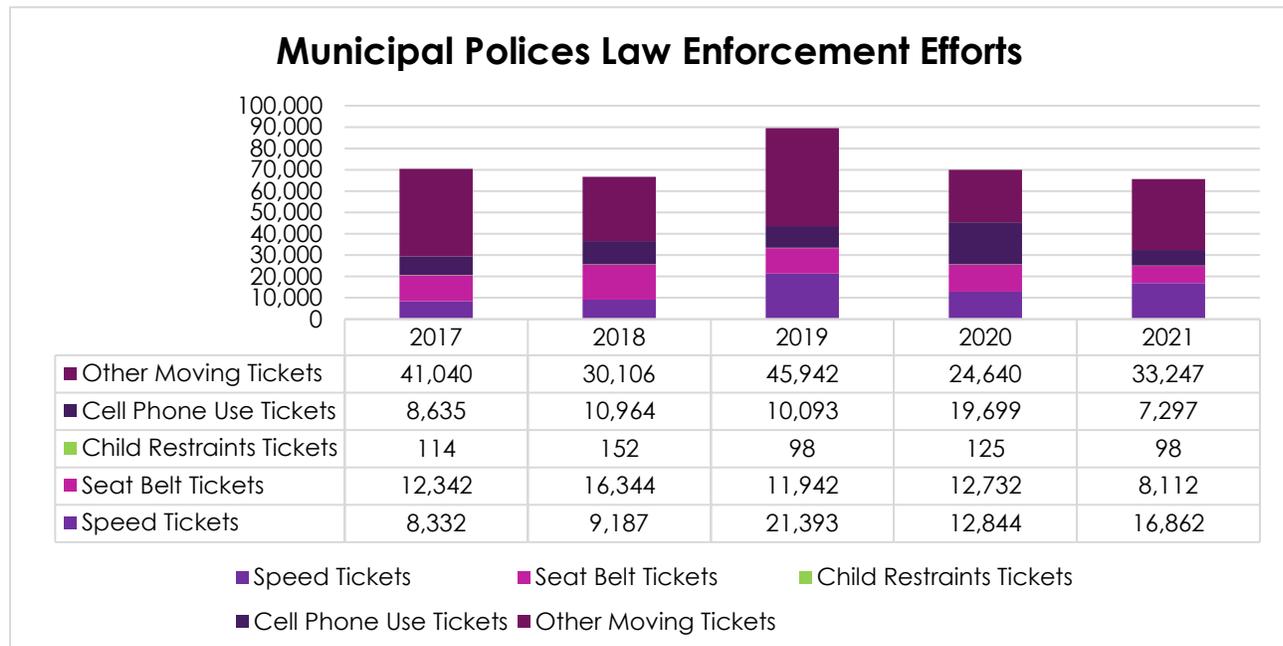
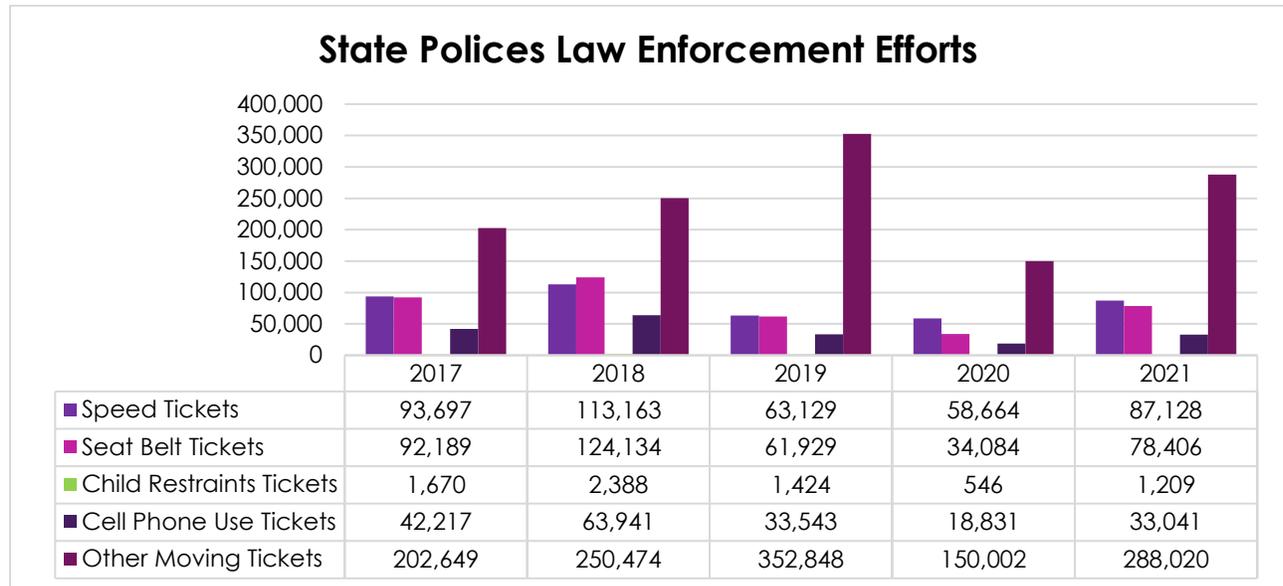
Strategy		YID-3: Underage Drinking and Drinking and Driving
Problem (link to strategy)		Drivers age 16-24 over represented in alcohol related fatalities & injury crashes.
Countermeasures and justification		CTW 3 starts citation: Alcohol Vendor Compliance Checks Recommendation of the 2023 PR Impaired Driving Program Assessment.
Target (link to strategy)		Reduce drivers age 20 and younger involved in fatal crashes by 1.5% from 27.6 (2017-2021 RA) to 27.2 (2022-2026 RA) by 2026, with following annual benchmarks 27.5 (2020-2024 RA) by 2024 and 27.3 (2021-2025 RA) by 2025.
Estimated 3-year funding allocation		\$800,000; BIL 405(d), 154, 164
Strategy to project considerations		<ul style="list-style-type: none"> ▪ Locations: Affected high-risk regions and municipalities ▪ Sociodemographic data ▪ Compliance check program to monitor alcohol vendors for adherence to legal requirements and responsible alcohol sales practices. ▪ Collaborate with local & state law enforcement agencies. ▪ Stakeholders, ▪ Collaborate with other stakeholders, community organizations and alcohol industry associations, to promote and support compliance efforts among alcohol vendors.



Program Area: Police Traffic Services

Description of Highway Safety Problems

Police Traffic Services are highly effective in reducing traffic-related injuries and fatalities through the implementation of selective enforcement countermeasures, prevention efforts, public information campaigns, and educational initiatives. When utilized collectively, law enforcement agencies can successfully address traffic safety concerns within their communities. Over the years, the PRTSC has maintained strong collaborations with the PRPD and the Municipality Police to enforce traffic laws and prevent traffic violations.



When analyzing the combined traffic citation data for the years 2017-2021, it is observed that in 2021 the Puerto Rico Police experienced an increase of approximately 86% compared to 2020. On the other hand, the municipal police departments saw a reduction of approximately 6% in the number of traffic citations issued in 2021 compared to 2020.

It is important to note that, as a result of Puerto Rico's fiscal situation, many State and Municipal Police have experienced a reduction in personnel due to a significant number of officers retiring or seeking better opportunities and salaries elsewhere to support their families. This has led to a decrease in the number of officers patrolling the streets, contributing to a shortage of personnel. However, throughout the year, we have seen positive results and high participation during the mobilizations.

Speed and Aggressive driving are a major factor in fatal crashes, regardless of road type or functional class. For the 2019-2021 periods, Puerto Rico had 278, or 32% of the total of fatalities were speeding-related. According to the Traffic Safety Performance Measures, in 2019 reported 93 fatalities; in 2020, there was 73 speeding-related death. However, in 2021 we had 112 speeding-related fatalities that represent 39 fatalities more or a 35% increase compared to the year 2020. In addition, 104 or 92% of alcohol impaired driving fatalities presented the speed factor, that is including motorcycles. i

Speeding-Related Fatalities Years 2019-2021



According to traffic police officers, speeding and aggressive behavior are the most probable cause for intervening with drivers. When analyzing speed and aggressive driving fatalities for the years 2019-2021:

- * Gender data analysis for speeding-related fatalities for the three years shows an average of 87% of male fatalities and 14% female fatalities.
- * When analyzing data of speeding-related fatalities, by day of the week, it shows that 58% of fatal and injury crashes occurred during weekends, Friday, Saturday, and Sunday, and 41% of fatal and injury crashes occurred on weekdays, Monday, Tuesday, Wednesday, and Thursday.
- * Analysis by age group, of the three years shows that 77 fatalities or 28% of speeding-related fatalities were in age groups 25-36. However, 20% of speeding-

related fatalities were in age groups 37-49 with 55 and 50-62 with 11% or 25 fatalities.

- * In the three years period, 36% of speeding-related fatalities occurred at nighttime from 10:00 PM to 5:59 AM and 17% from 6:00 PM to 11:59 PM that shows a total of 53% of the total fatalities.
- * 23% of speeding-related fatalities occurred in January, February and March, for the months of April, May and June we have 24%, for July, August and September there is 23% and for October, November and December it shows 29%.
- * Out of the 278 fatalities in the three years period, 89 were in the municipalities of San Juan, Caguas, Juana Diaz, Mayaguez, Bayamon, Toa Baja y Dorado, Hatillo y Humacao that represent 38% of the total.

Analysis of speed and aggressive fatal and injury crashes in 2019-2021 illustrated the following:

- * 58% of fatal and injury crashes occurred on weekends, Friday, Saturday, and Sunday.
- * 41% of speed and aggressive driving crashes occurred during weekdays, Monday, Tuesday, Wednesday, and Thursday.
- * 38% of fatal and injury crashes occurred on primary roads.
- * 25% of crashes occurred on secondary roads.
- * 13% of crashes occurred on tertiary roads.
- * 49% of fatal injury crashes occurred in January, February, March, April, May, and June.
- * 51% of fatal injury crashes occurred in February, June, September, October, November, and December.

Countermeasure Strategy for Programming Funds

These are the countermeasure strategies in the Police Traffic Safety Program that contributed towards meeting/improving the performance targets:

- * Strategy PTS-1: Law Enforcement Liaison
- * Strategy PTS-2: High Visibility Law Enforcement & Equipment – Speed and Aggressive Driving
- * Strategy PTS-3: Law Enforcement Training Programs
- * Strategy PTS-4: Highway Safety Office Program Management (PTS)
- * Strategy PTS-5: Puerto Rico Driver Behavior and Attitudinal Surveys

Strategy	PTS-1: Law Enforcement Liaison	
Problem strategy	(link to	Collaborate with traffic safety agencies to address public safety challenges more efficiently

Countermeasures (and justification)	Recommended by the National Highway Traffic Safety Administration (NHTSA).
Target (link to strategy)	Provide statewide coordination and administration of all Law Enforcement Liaison-related activities and strategies.
Estimated 3-year funding allocation	\$465,000; BIL 402
Strategy to project considerations	<ul style="list-style-type: none"> ▪ Affected communities ▪ Data-driven priority traffic safety issues ▪ Sociodemographic data ▪ Affected high-risk regions and municipalities ▪ Location, time ▪ Training programs to support enforcement and engagement efforts ▪ Technical assistance

Strategy	PTS-2: High Visibility Law Enforcement & Equipment – Speed and Aggressive Driving
Problem (link to strategy)	Number of tickets issued for traffic violations has declined in the Municipal Police and in the State Police has increase; number of speeding-related fatalities has increased in all Puerto Rico.
Countermeasures and justification	CTW 2 starts citation: High-Visibility Enforcement - <i>Several research studies have assessed the effectiveness of this countermeasure, but the overall findings remain inconclusive. While some studies indicate that high-visibility enforcement campaigns targeting speeding and aggressive driving yield certain safety benefits, the ultimate goal is to enhance public awareness that such behaviors will be detected, and offenders will face arrest and penalties.</i>
Target (link to strategy)	Reduce speeding-related fatalities by 1.5% from 87.4 (2017-2021 RA) to 86.1 (2022-2026 RA) by 2026, with following annual benchmarks 87.0 (2020-2024 RA) by 2024 and 86.5 (2021-2025 RA) by 2025.
Estimated 3-year funding allocation	\$1,700,000; BIL 402
Strategy to project considerations	<ul style="list-style-type: none"> ▪ Sociodemographic data. ▪ Data-driven demonstration of need for focused efforts. ▪ Location, time. ▪ Affected high-risk regions and municipalities. ▪ 23 U.S. Code § 402 - Highway safety programs (2) Uniform Guidelines (A) (i) to reduce injuries and deaths resulting from motor vehicles being driven in excess of posted speed limits; (F) (i) national law enforcement mobilizations and high-visibility law enforcement mobilizations coordinated by the Secretary; (ii) sustained enforcement of statutes addressing impaired driving, occupant protection, and driving in excess of posted speed limits.

Strategy	PTS-3: Law Enforcement Training Programs
Problem (link to strategy)	Number of tickets issued for traffic violations has declined in the Municipal Police and in the StatePolice has increase.
Countermeasures and justification	Providing police officers with education, training, and tools to support evidence-based high-visibility enforcement and engagement strategies is crucial in

	deterring unsafe driving behaviors. These strategies serve as primary deterrents and should be prioritized to ensure effective law enforcement and engagement efforts.
Target (link to strategy)	Reduce total fatalities by 3% from 293.2 (2017-2021 RA) to 284.4 (2022-2026 RA) by 2026, with following annual benchmarks 290.3 (2020-2024 RA) by 2024 and 287.3 (2021-2025 RA) by 2025.
Estimated 3-year funding allocation	\$600,000; BIL 402
Strategy to project considerations	<ul style="list-style-type: none"> ▪ Data-driven priority traffic safety issues. ▪ Sociodemographic data. ▪ Location, time. ▪ Affected communities. ▪ Training to support enforcement and engagement efforts. ▪ Highway Safety Program Guideline No.15: Traffic Enforcement Services <ul style="list-style-type: none"> ↳ Chapter III. Training: <ul style="list-style-type: none"> ○ Provide officers the knowledge and skills to act decisively and correctly ○ Increase compliance with agency enforcement goals ○ Assist in meeting priorities ○ Improve compliance with established policies ▪ 23 U.S. Code § 402 - Highway safety programs (2) Uniform Guidelines (A) (i) to reduce injuries and deaths resulting from motor vehicles being driven in excess of posted speed limits; (A) (vii) to improve law enforcement services in motor vehicle accident prevention, traffic supervision, and post-accident procedures.

Strategy	PTS-4: Highway Safety Office Program Management (PTS)
Problem (link to strategy)	Ensure that the designated Traffic Enforcement Coordinator effectively coordinates and manages tasks, providing leadership, training, and technical assistance to other state agencies as well as local DUI programs and projects.
Countermeasures and justification	Establishing an Traffic Enforcement Coordinator role will provide the necessary focus, expertise, and coordination to enhance safety through targeted campaigns, training, data analysis, and collaborative partnerships. This proactive approach will contribute to the reduction of injuries and fatalities in our state, making our roads safer for all.
Target (link to strategy)	Provide statewide coordination and administration of all traffic enforcement-related activities and strategies.
Estimated 3-year funding allocation	\$230,000; BIL 402
Strategy to project considerations	<ul style="list-style-type: none"> ▪ Funding the coordination and administration of the impaired driving-related activities and strategies. ▪ Highway Safety Program Guideline No.15: Traffic Enforcement Services <ul style="list-style-type: none"> ↳ Chapter I. Program Management: <ul style="list-style-type: none"> ○ Develop and implement a comprehensive highway safety plan for all traffic enforcement service programs, in cooperation with law enforcement.

- o Generate broad-based support for traffic enforcement programs.
- o Coordinate traffic enforcement services with other traffic safety program areas.
- o Provide officers the knowledge and skills to act decisively and correctly.
- o Increase compliance with agency enforcement goals.
- o Assist in meeting priorities.
- o Improve compliance with established policies.
- 23 U.S. Code § 402 - Highway safety programs (2) Uniform Guidelines (A) (i) to reduce injuries and deaths resulting from motor vehicles being driven in excess of posted speed limits; (A) (vii) to improve law enforcement services in motor vehicle accident prevention, traffic supervision, and post-accident procedures.

Strategy		PTS-5: Driver Behavior and Attitudinal Surveys
Problem (link to strategy)		The lack of comprehensive data on driver behavior and attitudes poses a significant problem that needs to be addressed in order to develop Driver Behavior and Attitudinal Surveys effectively.
Countermeasures and justification		Implementing regular Driver Behavior and Attitudinal Surveys, along with targeted education campaigns, can provide valuable insights into the factors influencing unsafe driving behaviors, allowing for the development of evidence-based interventions and improved traffic safety outcomes.
Target (link to strategy)		To conduct an annual survey to track driver-reported behaviors, attitudes and perceptions related to major traffic safety issues. Approximately 500 surveys per year will be conducted online. Demographics will be asked, traffic safety topics such as seat belt use & child restraint, speeding, alcohol and drug impaired driving, mobile devices use while driving, reckless driving and sharing the roads with motorcyclists and cyclists and pedestrian safety.
Estimated 3-year funding allocation		\$250,000; BIL 402
Strategy to project considerations		<ul style="list-style-type: none"> ▪ Sociodemographic data ▪ Locations; time ▪ Data-driven priority traffic safety issues ▪ Municipalities, region and Affected communities



Program Area: Planning and Administration

Description of Highway Safety Problems

Modern organizations are constantly searching for innovative ways and methods to improve administrative efficiency, establish new processes and develop techniques for the satisfaction of the recipients of our services. The financial challenges facing the Government of Puerto Rico are an incentive to be more effective in the search for alternatives. By establishing a three-year Plan, we can develop strategies for the mid-term and verify the effectiveness in a more accurate way in various fields, namely, the use of technology to create efficiencies, and better use of Human Resources. In simple words, it is about establishing a Plan that helps define the immediate, medium, and long-term objectives to achieve the proposed goals.

Over the years, the PRTSC has faced many challenges. Upon reaching 51 years of existence, one of the most significant challenges has been the financial control that the Government of Puerto Rico has had due to the financial crisis that has led to a Fiscal Control Board (PROMESA; H.R. 5278, S. 2328) to determine where the money of the people of Puerto Rico will be allocated. The establishment of this Fiscal Control Board has brought about multiple controversies that have provoked serious confrontations among the citizenship because of the decisions made by said body to deal with Puerto Rico's financial crisis.

Puerto Rico has had a Fiscal Control Board for several years. This board establishes and determines the form and manner in which the financial resources of the Government of Puerto Rico will be used and approves the relevant transactions of all Government agencies. It establishes metrics to measure the efficiency and productivity of Agencies and Human Resources. The establishment of this board has made the processes more rigorous and at the same time transparent. For example, the Fiscal Control Board approves the movement between items, the creation of new jobs, and the method of evaluating employees, among other things. In addition, and perhaps the most important, is that they evaluate, approve or deny acquisitions that exceed \$10,000.00. All these new regulations are added to the fact that we currently have a tight workforce for various reasons such as unpaid leave, illness, or resignation.

One of the strategies used to provide more certainty, transparency, and reliability was the hiring of two Accounting Assistants. These assistants are in charge of all the pre-investment of Fund Requests for the different projects subsidized by our agency. It has been of great benefit since the pre-intervention of the Requests for funds fell on a single person and now the process has become agile and faster. In addition, a program was designed in which the different employees involved in the fund request process know exactly where they are, and if there are any problems or difficulties with them, and Management can also see their progress. The hiring of these two Accounting Assistants has also served to free the project monitors from the task that they previously performed.

Our agency is one that is periodically audited by the Puerto Rico Comptroller's Office and the Inspector General's Office. In addition, there is the Office of Government Ethics



that oversees any ethical matter that intervenes with the purity of government transactions. In a government as regulated as ours, it is necessary to maintain high standards of administrative efficiency.

The legislative branch always seeks advice, presentations, and opinions from the PRISC for legislative initiatives that have to do with road safety in Puerto Rico. In addition to that, the PRISC establishes collaborative agreements with different agencies, both public and private, including non-profit entities to achieve road safety. In fact, as part of the new initiatives and requirements of the Federal Government, these agreements will become increasingly relevant thanks to the involvement of the communities in the daily work of the PRISC.

The PRISC Administration office is responsible for managing the daily operations of our agency. Some of the measures taken to optimize work and resources are the following:

- * **Digitalization** - Despite the fact that it is a project that has been postponed, we hope to be able to take all the right actions to do so. This process will allow us, in addition to reducing the use of paper, to make it easier for our internal and external clients to access services in a more agile and efficient manner. Puerto Rico has the Office of Technology of the Government of Puerto Rico to assist us in the design and execution of this.
- * **New Initiatives and Sensitive Data** - After examining different alternatives and options to protect the sensitive data of the PRISC during a natural disaster, we will be signing a collaborative agreement with the Technology Office of the Government of Puerto Rico in order to have a backup system on a server located in its facilities. In addition, a risk analysis of all PRISC Information Systems was performed. This will help us to test and detect when any sensitive information or data of the Agency is at risk. It is one of the central government initiatives to assist small agencies like ours to find solutions to situations that confront agencies with 50 or less employees. This project will be paid 100% by state funds.
- * **Expansion of Existing Facilities** - In addition to the existing facilities, the department of transportation and public works has given us a space that we can use to store the protective seats we have. We are also in talks so that additional space is given to us which will be used for presentations, meetings, and relocation of employees, amongst other things. Last year's remodel was successful, and it has had a positive effect on employees and visitors.
- * **Procedures Manual** - During the past year, several procedures have been established which changed the processes contained in the procedures manual, resulting in greater efficiency and agility. We will continue to look for opportunities to make the processes more efficient, without lowering our standards.

There are also challenges we face within the daily work we do. Amongst them are requirements that are imposed on us by the government of Puerto Rico agencies in terms of processes. These regulations affect our daily work since they reduced our agility of work.

Amongst them are:

- * New government procurement processes in Puerto Rico require careful planning due to the dependence on the workflow of the General Services Administration, not solely on our agency's administrative department. The implementation of the "JEDI" platform (Joint e-Procurement Digital Intelligence) aims to enhance the efficiency of purchasing processes within the Puerto Rican government. While this is a significant advancement, it also poses challenges in terms of request control, fund allocation, and purchase order preparation. To address this, our agency has designated an employee with state funds as the procurement liaison responsible for managing the platform.
- * Platforms of Approaches for Contracts (PCO): All contracts granted by the government of Puerto Rico must receive approval through this platform. This introduces a slight delay in the processes as contracts cannot be issued without the necessary approval. Another upcoming factor that will impact us is the implementation of a new employee classification and compensation plan. This ambitious project, led by Hon. Pedro Pierluisi Urrutia, Governor of Puerto Rico, aims to achieve salary equality between the government and the private sector. Job reclassification has been necessary for several employees who were incorrectly classified based on their job responsibilities. This plan will be implemented in stages, and the next stage involves the introduction of a new performance evaluation system that utilizes metrics to assess employee performance. Outstanding performers will have the opportunity to receive merit-based salary increases.

The Planning Division processes approximately 200 grant applications annually, amounting to around \$7 million in funding for state, local, and nonprofit agencies.

While PRSC is responsible for coordinating and managing Puerto Rico's comprehensive highway safety program, the Planning Area takes a proactive role in identifying the state's overarching traffic safety priorities. It offers assistance to local partners in problem identification and collaborates with them to develop programs, public information campaigns, and other initiatives to address the identified issues. PRSC adopts a comprehensive approach in administering its highway safety program, allocating funds to a wide range of initiatives aimed at reducing crashes, fatalities, and injuries. These initiatives encompass education, enforcement, community involvement, and improved access to safety-related data.

Monitoring and evaluation are under the P&A module as the operational connection with all federal funds. If the PRSC achieves the redistribution of tasks assigned to monitors and accountant clerks, all project evaluation should be easier and should run smoothly. A whole set of new monitoring guides will be designed keeping regulations amendments in mind and balancing financial, administration and programmatic components of each project.

Through the federal funds allowed to be used as part of the P&A, salaries, fringe benefits, services, contracts, supplies, and other costs associated with the administration of the

PRTSC will be funded. This has been and will continue to be of great help through the financial stability the agency should have.

Program audits, inventory, technology, purchases, close outs are part of the daily responsibilities of the agency.

Federal participation in P&A activities shall not exceed 50 percent of the total cost of such activities.

Countermeasure Strategy for Programming Funds

Strategy		Planning & Administration
Problem (link to strategy)		To ensure compliance with the established requirements of the BIL, the state's highway safety program necessitates effective coordination among PRTSC staff, grantees, and other partners. It is imperative that they continue to identify highway safety issues, develop relevant programs to tackle these problems, and provide comprehensive support services for the overall administration of the highway safety program.
Countermeasures (and justification)		Planning and Administration are activities required for an effective state highway safety program.
Target (link to strategy)		Strengthen PRTSC role in setting goals and priorities for the state's highway safety program. Identify highway safety problems and solutions to reduce fatalities and injuries crashes on roadways. Provide direction, guidance, and assistance to support the efforts of public and private partners to improve highway safety. Develop and maintain policies and procedures that provide for the effective, efficient and economical operation of the highway safety program. Continue to expand technology as a means to disseminate traffic safety information and using the internet to disseminate safety information. Coordinate and provide training opportunities and programs for Puerto Rico traffic safety professionals. Support the use of performance measures as an evaluation tool in the state's highway safety program.
Estimated 3-year funding allocation		\$2,600,000; BIL 402, 154, 164
Strategy to project considerations		<ul style="list-style-type: none"> ▪ Evaluating proposals, reviewing, and monitoring projects. ▪ Conducting thorough reviews of funding requests and supporting documents by accounting clerks in accordance with the approved project. ▪ Preparing the Triennial Highway Safety Plan, Annual Grant Applications, and Annual Reports. ▪ Participating in advisory and focus groups. ▪ Analyzing and disseminating new information to the traffic safety community. ▪ Conducting an annual driver behavior and attitudinal survey. ▪ Developing a comprehensive traffic safety educational program and supporting training and continuing education. ▪ Providing support for all traffic safety programs.



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

Description of Highway Safety Problems

Puerto Rico was the first jurisdiction to pass a mandatory safety belt usage law, in 1974, and the first in having a primary law that covers all seating positions. Increasing seat belt use is the simplest way to reduce serious injuries and death in the event of a motor vehicle crash. However, failure to buckle up remains a major contributing factor in fatal crashes in Puerto Rico. The Occupant Protection Program is outlined within Puerto Rico's mission of preventing and reducing deaths, injuries, and property damage caused by nonuse of the seat belt. According to Puerto Rico Observational Survey of Seat Belt Use, conducted in 2022, 91.80% of the population uses the seatbelt, which represents an increase of 3.56% when compared to 2021. For the otherwise, the use of child restraint reflects 90.5%; that when compared with the study in 2021, there was an increase of .03%.

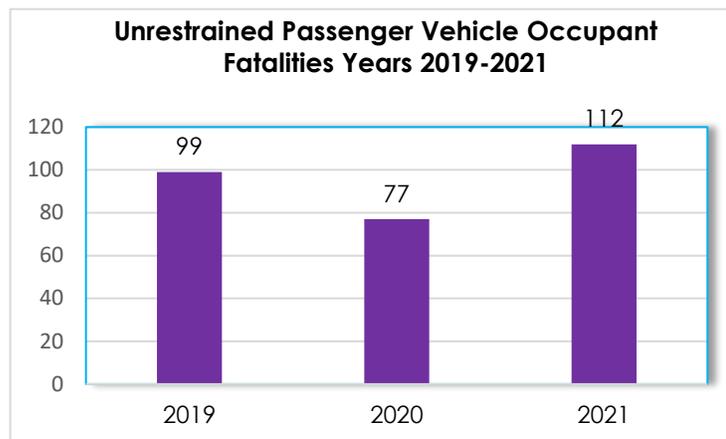
Percentage of use of the seat belt and child restraint for 2020-2022:

Seat Belt & Child Safety Seat Usage Rates			
Years 2020-2022			
	2020	2021	2022
Seat Belt	84.75%	88.24%	91.8%
Child Safety Seat	95.1%	90.2%	90.5%

UNRESTRAINED PASSENGER VEHICLE OCCUPANT FATALITIES YEARS 2019-2021

According to the Fatality Analysis Reporting System (FARS), in 2022, one hundred twelve (112), unrestrained passenger fatalities occurred, indicating a 35% increase from 2021. When the data is analyzed, it shows:

- ★ Gender data analysis for unrestrained passenger fatalities for the three years (2019-2021) shows an average of 80% of male fatalities and 20% female fatalities.



- ★ Analysis by age group for the three years shows that 27% of unrestrained passenger fatalities were in the age group 25-34, 25% in age group 16-24.
- ★ In the three years, 34% of the unrestrained passenger fatalities occurred from 6:00 pm to 11:59 pm, and 31% from 12:00 am to 5:59 am.
- ★ When analyzing data of unrestrained passenger fatalities, by day of the week, it shows that days with the most fatalities were Friday, Saturday, and Sunday. Of the 288 unrestrained fatalities, 59% were on weekends.
- ★ Other relevant information regarding the three – year period unrestrained passenger fatalities:
 - ↳ 40% of the fatalities occurred in rural areas and 54% in urban areas.
 - ↳ According to vehicle seating position fatality data, front-seat passengers accounted for the great majority of passenger fatalities.

CHILD RESTRAINT

Studies have proven that the correct use of child safety seats is exceptionally effective in reducing the risk of death in children involved in road crashes. However, nearly 73% of these are not installed or used correctly. These seats, when used properly, can reduce fatal injury to infants (less than 1-year-old) by 71% and toddlers (1-4 years old) by 54% in the event of a traffic crash.

The Puerto Rico Traffic Safety Commission has established permanent fitting stations at fire stations, with certified firefighters as Child Passenger Safety Technicians (CPST). As a result of daily inspections and checkpoints conducted last year, it was found that 3 out of 4 car seats were installed incorrectly or that children and safety seats were not properly matched. One of the issues identified is that the child's weight and height are ignored when acquiring a safety seat. Based on these problems, the PRTSC has decided that increasing the use of child restraint seats and ensuring their proper use are priorities that must be addressed during FFY24-26.

Countermeasure Strategy for Programming Funds

These are the countermeasure strategies in the Occupant Protection Program that contributed towards meeting/improving the performance targets:

- * Strategy OP-1: Child Restraint System Inspection Stations
- * Strategy OP-2: Training Child Passenger Safety Technicians & Car Seat Education & Events and Distribution Programs
- * Strategy OP-3: High Visibility Seat Belt Law Enforcement
- * Strategy OP-4: Research, evaluation, and analytical support for the Performance-Based Occupant Protection Program in Puerto Rico
- * Strategy OP-5: Highway Safety Office Program Management (OP)

Strategy	OP-1: Child Restraint System Inspection Stations
Problem (link to strategy)	In crashes that occurred between 2019 and 2021, 10.66% of children under the age of 8 who were killed or injured were reported to be unrestrained or incorrectly using child safety seats.
Countermeasures and justification	CTW 3 starts citation or more: Strategies for Child Restraint and Booster Seat Use; Inspection Stations; Criterion to qualify for Section 405b Occupant Protection grant funding
Target (link to strategy)	Reduce unrestrained passenger vehicle occupant fatalities, all seat positions by 1.5% from 96.8 (2018-2022 RA) to 95.3 (2022-2026 RA) by 2026, with following annual benchmarks 96.3 (2020-2024 RA) by 2024 and 95.8 (2021-2025 RA) by 2025.
Estimated 3-year funding allocation	\$80,000; BIL 405b
Strategy to project considerations	<ul style="list-style-type: none"> ▪ Location (urban and rural area) ▪ Active network of permanent fitting stations ▪ Certified CPS technicians and/or instructors ▪ Minority and low-income populations

Strategy	OP-2: Training Child Passenger Safety Technicians & Car Seat Education & Events and Distribution Programs
Problem (link to strategy)	In crashes that occurred between 2019 and 2021, 10.66% of children under the age of 8 who were killed or injured were reported to be unrestrained or incorrectly using child safety seats.
Countermeasures and justification	CTW 3 starts citation: Inspection Stations Trained technicians essential for improving child passenger safety; and Criterion to qualify for Section 405b Occupant Protection grant funding
Target (link to strategy)	Reduce unrestrained passenger vehicle occupant fatalities, all seat positions by 1.5% from 96.8 (2018-2022 RA) to 95.3 (2022-2026 RA) by 2026, with following annual benchmarks 96.3 (2020-2024 RA) by 2024 and 95.8 (2021-2025 RA) by 2025.
Estimated 3-year funding allocation	\$140,000; BIL 405b, 402
Strategy to project considerations	<ul style="list-style-type: none"> ▪ Ensure a wide range of certified child seat technicians are available in Puerto Rico. ▪ Increase the focus on municipalities with fewer technicians. ▪ Provide funding for technicians to attend the statewide technical conference. ▪ Location (urban and rural area) ▪ Meet the needs of underserved populations ▪ Low-income communities and families

Strategy		OP-3: High Visibility Seat Belt Law Enforcement
Problem (link to strategy)		Occupants involved in crashes where alcohol or speed was a factor were found to have a lower likelihood of wearing seat belts. Vehicle occupants who are fatally injured in nighttime crashes have a higher probability of being unrestrained compared to those involved in fatal daytime crashes (64% at night and 36% during the day for the years 2019-2021).
Countermeasures and justification		CTW 3 starts citation or more: State Primary Enforcement Seat Belt Use Laws; Short-Term, High-Visibility Seat Belt Law Enforcement; Integrated Nighttime Seat Belt Enforcement; Sustained Enforcement
Target (link to strategy)		Reduce unrestrained passenger vehicle occupant fatalities, all seat positions by 1.5% from 96.8 (2018-2022 RA) to 95.3 (2022-2026 RA) by 2026, with following annual benchmarks 96.3 (2020-2024 RA) by 2024 and 95.8 (2021-2025 RA) by 2025.
Estimated 3-year funding allocation		\$1,200,000; BIL 405b. 402
Strategy to project considerations		<ul style="list-style-type: none"> ▪ Participation in Seat Belt enforcement program ▪ Participation in national CIOT mobilization ▪ Affected communities ▪ Locations: Affected high-risk regions and municipalities ▪ 23 U.S. Code § 402 - Highway safety programs (2) Uniform Guidelines (F) (i) national law enforcement mobilizations and high-visibility law enforcement mobilizations coordinated by the Secretary; (ii) sustained enforcement of statutes addressing impaired driving, occupant protection, and driving in excess of posted speed limits.

Strategy		OP-4: Research, evaluation, and analytical support for the Performance-Based Occupant Protection Program in Puerto Rico
Problem (link to strategy)		Research, evaluation, and analytical support contribute to the process of identifying problems, which serves as the foundation for developing countermeasure strategies. Additionally, states are mandated to conduct annual statewide observation surveys of seat belt use.
Countermeasures and justification		Research, evaluation and data analysis are essential components of a successful performance-based highway safety program and data on observed seat belt use are required to track the core behavioral measure, the statewide seat belt use rate.
Target (link to strategy)		Increase observed seat belt use for passenger vehicles, front seat outboard occupants by .70% from a current safety level of 91.80% by 92.50% by December 31, 2026, with annual benchmarks of 92.03% by 2024 and 92.26% by 2025.
Estimated 3-year funding allocation		\$342,000; BIL 405(b)
Strategy to project considerations		<ul style="list-style-type: none"> ▪ Sociodemographic data ▪ Locations ▪ Municipalities and Affected communities ▪ 23 U.S. Code § 402 - Highway safety programs (2) Uniform Guidelines (F)(iii) 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.

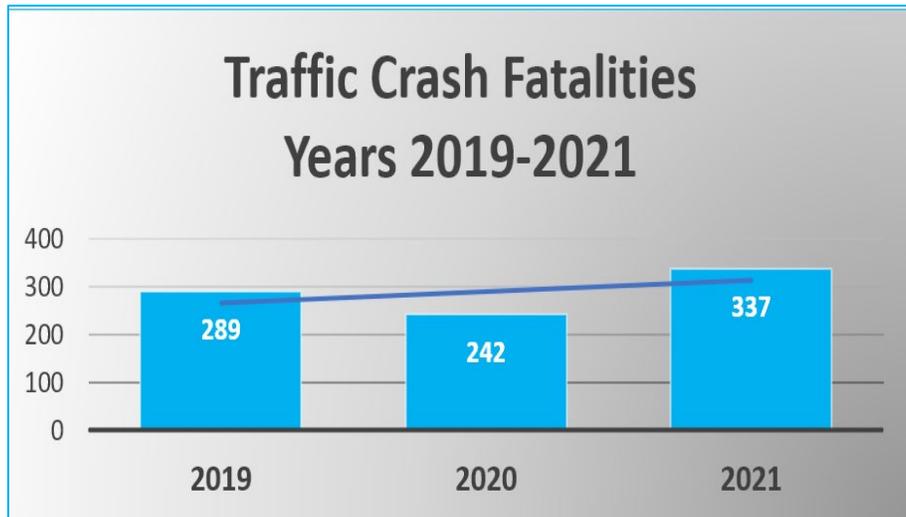
Strategy		OP-5: Highway Safety Office Program Management (OP)
Problem (link to strategy)		Ensure that the designated Occupant Protection (OP) Coordinator effectively coordinates and manages tasks, providing leadership, training, and technical assistance to other state agencies as well as local occupant protection programs and projects.
Countermeasures and justification		Establishing an Occupant Protection Coordinator role will provide the necessary focus, expertise, and coordination to enhance occupant safety through targeted campaigns, training, data analysis, and collaborative partnerships. This proactive approach will contribute to the reduction of injuries and fatalities in our state, making our roads safer for all vehicle occupants.
Target (link to strategy)		Provide statewide coordination and administration of all occupant protection-related activities and strategies.
Estimated 3-year funding allocation		\$230,860; BIL 402
Strategy to project considerations		<ul style="list-style-type: none"> ▪ Funding the coordination and administration of the occupant protection-related activities and strategies. ▪ Highway Safety Program Guideline No.20: Occupant Protection <ul style="list-style-type: none"> ↳ Chapter I. Program Management: <ul style="list-style-type: none"> ○ Provide leadership, training and technical assistance to other State agencies and local occupant protection programs and projects. ○ Integrate occupant protection programs into community/corridor traffic safety and other injury prevention; and ○ Evaluate the effectiveness of the State's occupant protection program. ▪ 23 U.S. Code § 402 - Highway safety programs (2) Uniform Guidelines (A) (ii) to encourage the proper use of occupant protection devices (including the use of safety belts and child restraint systems) by occupants of motor vehicles; (F) (iii) 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.

Program Area: Community Traffic Safety Program

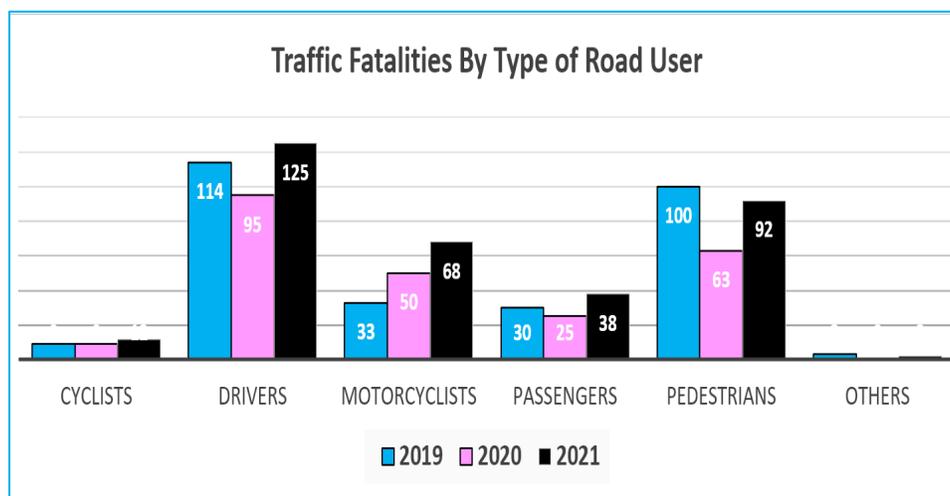
Description of Highway Safety Problems

Traffic Safety can be address as a broad issue or a specific one related to a define area or community. Since people get out of their homes, they are road users; by a motor or non-motor vehicle or by walking.

According to the PR TSC, FARS Data Base and the PR Road Observatory:



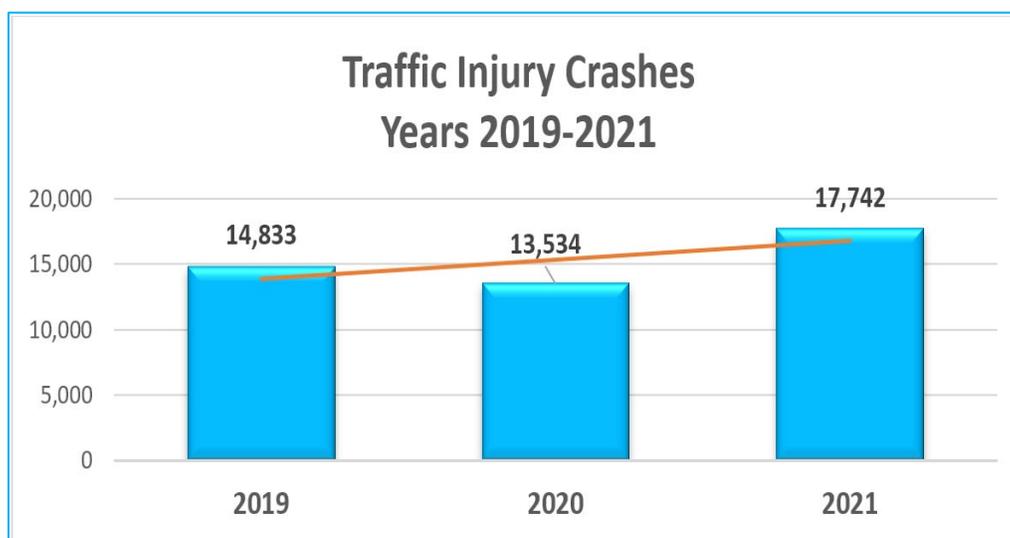
The fatality data provided by FARS (PRTSC) for the years 2019, 2020 and 2021 was 868 fatalities. During the previous years there was a decrease in fatalities, however in the year 2021 there was a significant increase compared to 2020 showed an increase of 95 fatalities, for an increase of 39% compared to 2020.



During 2019 to 2021, 334 driver fatalities were registered, which is the classification with the highest number of fatalities, followed closely by pedestrians who have

the second position for the highest fatalities with 255 fatalities during this period. Continuing with motorcyclist with 96 fatalities, passengers with 83 fatalities, cyclists with 30 and 5 more fatalities related to traffic crashes that are not classified. A description of total traffic fatalities is included below:

- Pedestrian fatalities comprise 1/3 of total traffic fatalities, 29% were registered during 2019 to 2021.
- During the period 2019 to 2021, 36% of the total fatalities, indicate blood alcohol content, that equates to 313 fatalities. However, 18.5% of those fatalities, had a BAC below the alcohol limit set by the law for impairment.
- During the period 2019 to 2021, passengers reflected 10% of the total traffic fatalities.
- Speed was a contributing factor in 32% of total traffic fatalities for the 3yrs. period.



Graph above shows the crashes for injuries reported in 2019, 2020 and 2021, and this last report was a total of 17,742 injured. Compared to the 2020 results, it reported a 43% increase.

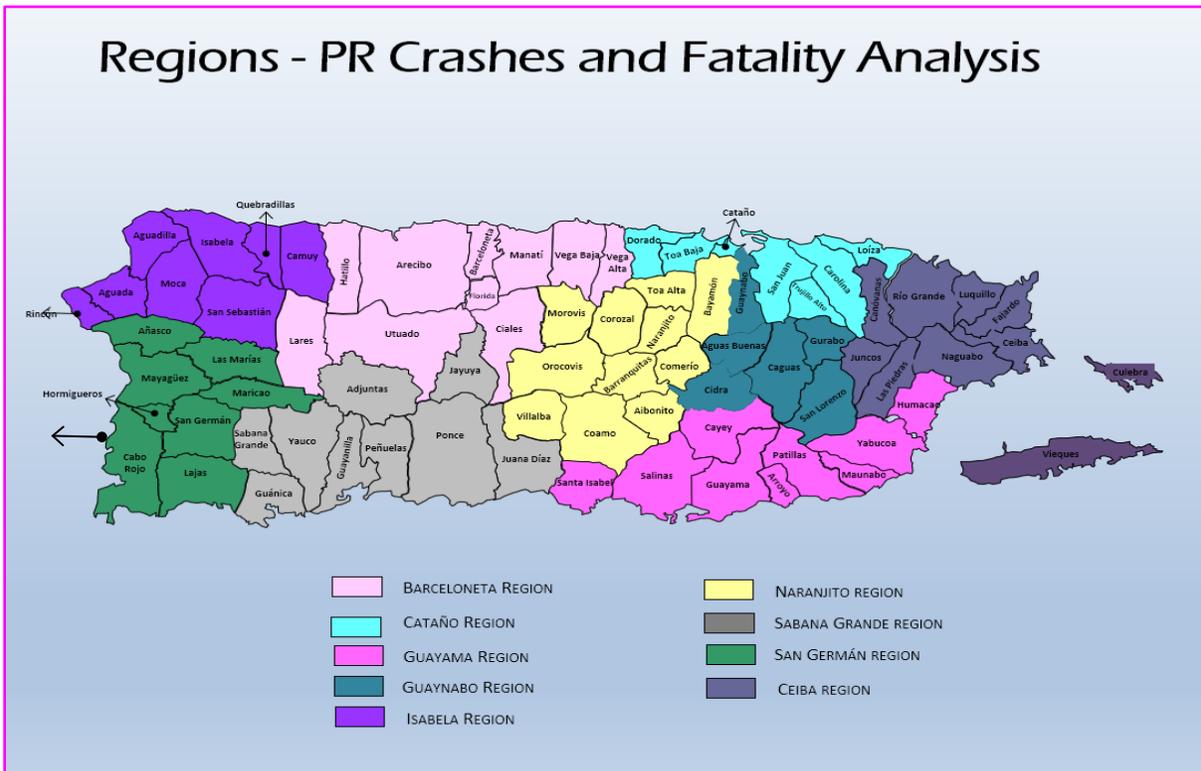
To address traffic fatalities and injuries, the PRTSC will continue the working partnership with the nine Community Traffic Safety Programs (CTSP's), and PESET. CTSP's are PRTSC subrecipients at a municipal level. These community programs enable social/educational traffic safety information to serve specific municipalities, communities and schools within the region they have in charge. The program's design method depends on the participatory approach of the communities. From this approach, CTSP staff can assess the needs, concerns, and traffic problems within a community. Another advantage is that they can involve community stakeholders in the process and come together to establish action plans and solutions for the traffic safety issues affecting that area.

Community Programs take a new important role within the Meaningful Community Engagement and Public Participation requirement. They are the first encounter and facilitators to start honest conversations and trustworthy relations. By interacting with communities, the dynamics of communication flowing both ways may open the possibilities of new approaches to old problems.

The following table lists projection of all CTSP's for FY2024 with their assigned municipalities, and data regarding their populations, fatalities and injury crashes.

PUERTO RICO TRAFFIC SAFETY COMMISSION Community Programs FY2024-FY2026				
Num	Regional Community Program	Population (Census 2020)	Total Fatalities 2019-2021	Injury Crashes 2019-2021
1	San Germán (Añasco, Cabo Rojo, Hormigueros, Lajas, Las Marías, Maricao, Mayagüez)	230,327	48	5,177
2	Sabana Grande (Guánica, Guayanilla, Jayuya, Peñuelas, Ponce, Yauco)	261,141	52	3,534
3	Guayama (Arroyo, Cayey, Humacao, Maunabo, Patillas, Salinas, Yabucoa)	227,794	75	3,388
4	Barceloneta (Arecibo, Florida, Hatillo, Manatí, Utuado, Lares, Vega Baja, Vega Alta, Ciales)	363,266	101	6,251
5	Isabela (Aguada, Aguadilla, Camuy, Moca, Quebradillas, Rincón, San Sebastián)	284,637	76	7,677
6	Naranjito (Aibonito, Barranquitas, Bayamón Toa Alta, Comerío, Corozal, Orocovis, Villalba, Coamo)	466,549	107	7,784
7	Guaynabo (Aguas Buenas, Caguas, Cidra, Gurabo)	321,839	66	5,585

8	Cataño (Carolina Dorado, Toa Baja, Trujillo Alto, San Juan)	699,141	216	9,013
9	Ceiba (Canóvanas, Culebra, Fajardo, Juncos, las Piedras, Luquillo, Naguabo, Rio Grande, Vieques)	256,228	61	3,322
TOTAL		3,098,450	802	51,731



CTP's work directly all municipalities targeting education about Speeding, Distracted Driving, Reckless driving, Occupant Protection, Motorcyclist Safety, Drunk Driving, Youth Drunk Driving, Non-motorized safety. Most of the CTP staff are child restraint technicians. Their outreach plan is as simple as an informative table and as complex as a formal traffic safety workshop. They visit schools, churches, organized community clubs, summer camps, beaches, festivals and other mass event talking with the people and giving brochures.

For FY2024-FY2026 an Ongoing intensive community engagement within the PRTSC Ongoing Plan will be established. Under the supervision of the PRTSC Coordinator an engagement plan will be in place with all CTP:

- Barceloneta Region- based on the analysis conducted the engagement and strategies within this region will be focused to better target the issue of reducing the number of fatalities of drivers 25-36 years old.
- Guayama Region- based on the analysis conducted the engagement and strategies within this region will be focused to better target the issue of reducing the number of fatalities of Drivers ages 25-36.
- Cataño Region- based on the analysis conducted the engagement and strategies within this region will be focused to better target the issue of to reduce the number of fatalities of older pedestrians (60+).
- Guaynabo Region– based on the analysis conducted the engagement and strategies within this region will be focused to better target the issue of reducing the number of fatalities of drivers 24-49 years old.
- Naranjito Region- based on the analysis conducted the engagement and strategies within this region will be focused to better target the issue of reducing the number of fatalities of drivers in age group 25-36.
- Sabana Grande Region- based on the analysis conducted the engagement and strategies within this region will be focused to better target the issue of reducing the number of fatalities of drivers 63+ years old.
- Ceiba Region based on the analysis conducted the engagement and strategies within this region will be focused to better target the issue of reducing the number of fatalities of drivers ages 37 - 49 years.
- San Germán Region- based on the analysis conducted the engagement and strategies within this region will be focused to better target the issue of reducing the number of fatalities of adult pedestrians 25 to 36 years old.
- Isabela Region- based on the analysis conducted the engagement and strategies within this region will be focused to better target the issue of reducing the number of fatalities of older pedestrians (65+).

In conjunction with PRTSC the CTP will focus energy and time to develop strategies aimed at communities that have generally been underserved in their municipalities. In addition to continuing to focus on the statistically disadvantaged classifications and population, we will expand our outreach to all

populations to increase our education efforts and contribute to the reduction of crashes on Puerto Rico's public roads.

On the other hand: The educational system in Puerto Rico does not have a curriculum aimed at road safety. The road safety education provided by PESET is vital for future drivers (drunk, distracted, speeding, vehicle occupants, motorcyclists and non-motorized).

The Educational Park for Traffic Safety, better known as (PESET), specializes in the education of children from 3 to 18 years old. This educational park has the theoretical and practical part in road safety, imitates and simulates an ideal city, where positive behavior is promoted and, at the same time, is instructive and educational about the issues of road safety laws, with the main purpose of promoting safe behavior.

PESET will continue to provide traffic safety education and experiences as an: impaired driver (alcohol and cannabis), pedestrian, and bicyclist.

To promote the importance of traffic safety among children aged 3-18 to learn to correct habits and learn the regulations of the traffic law that they will apply throughout their adult lives, this will be done first in a classroom setting and then in the park replica of typical Puerto Rican roads.

In addition, for FY2024-2026 road safety educators will continue offering the alcohol course to future driver license candidates or citizens sent by the court. This course is a requirement of the traffic law and is an alliance with the Department of Transportation and Public Works (DTOP). PESET also serves as a child safety seat fitting station as it has one certified safety seat technician.

Countermeasure Strategy for Programming Funds

These are the countermeasure strategies in the Occupant Protection Program that contributed towards meeting/improving the performance targets:

- * Strategy CP-1: Community Traffic Safety Prevention and Education Programs
- * Strategy CP-2: Highway Safety Office Program Management (CP)

Strategy		CP-1: Community Traffic Safety Prevention and Education Programs
Problem (link to strategy)	(link to strategy)	Local traffic safety concerns using a data-driven and performance-based approach, which involves analyzing data on injury crashes and fatalities. Specific issues within the program areas that have been identified through the analysis of data on injury crashes and fatalities.
Countermeasures and justification		CTW 2 and 3 starts citation or more: Inspection Station; School Based Programs; Elementary-Age Pedestrian Training; Bicycle Safety Education for Children; Communication and Outreach; Pre-Licensure Driver Education; Underage Drinking and Drinking and Driving Youth Programs.
Target (link to strategy)	(link to strategy)	Reduce total fatalities by 3% from 293.2 (2017-2021 RA) to 284.4 (2022-2026 RA) by 2026, with following annual benchmarks 290.3 (2020-2024 RA) by 2024 and 287.3 (2021-2025 RA) by 2025. Reduce serious injuries in traffic crashes by 1% from 569.6 (2018-2022 RA) to 563.9 (2022-2026 RA) by 2026, with following annual benchmarks 567.7 (2020-2024 RA) by 2024 and 565.8 (2021-2025 RA) by 2025. Reduce unrestrained passenger vehicle occupant fatalities, all seat positions by 1.5% from 96.8 (2018-2022 RA) to 95.3 (2022-2026 RA) by 2026, with following annual benchmarks 96.3 (2020-2024 RA) by 2024 and 95.8 (2021-2025 RA) by 2025. Reduce alcohol-impaired driving fatalities by 1.5% from 98.6 (2017-2021 RA) to 97.1 (2022-2026 RA) by 2026, with following annual benchmarks 98.1 (2020-2024 RA) by 2024 and 97.6 (2021-2025 RA) by 2025. Reduce speeding-related fatalities by 1.5% from 87.4 (2017-2021 RA) to 86.1 (2022-2026 RA) by 2026, with following annual benchmarks 87.0 (2020-2024 RA) by 2024 and 86.5 (2021-2025 RA) by 2025. Reduce motorcyclist fatalities by 1.5% from 49.2 (2018-2022 RA) to 48.5 (2022-2026 RA) by 2026, with following annual benchmarks 49.0 (2020-2024 RA) by 2024 and 48.7 (2021-2025 RA) by 2025. Reduce unhelmeted motorcyclist fatalities by 1.5% from 29.2 (2018-2022 RA) to 28.8 (2022-2026 RA) by 2026, with following annual benchmarks 29.1 (2020-2024 RA) by 2024 and 28.9 (2021-2025 RA) by 2025. Reduce drivers age 20 and younger involved in fatal crashes by 1.5% from 27.6 (2017-2021 RA) to 27.2 (2022-2026 RA) by 2026, with following annual benchmarks 27.5 (2020-2024 RA) by 2024 and 27.3 (2021-2025 RA) by 2025. Reduce pedestrian fatalities by 1.5% from 93.8 (2017-2021 RA) to 92.4 (2022-2026 RA) by 2026, with following annual benchmarks 93.3 (2020-2024 RA) by 2024 and 92.9 (2021-2025 RA) by 2025. Reduce bicyclist fatalities by 5% from 9.8 (2017-2021 RA) to 9.3 (2022-2026 RA) by 2026, with following annual benchmarks 9.6 (2020-2024 RA) by 2024 and 9.5 (2021-2025 RA) by 2025. Reduce youth alcohol impaired driving fatalities by 1.5% from 18.8 (2016-2020 RA) to 17.9 (2022-2026 RA) by 2026, with following annual benchmarks 18.5 (2020-2024 RA) by 2024 and 18.2 (2021-2025 RA) by 2025. Increase observed seat belt use for passenger vehicles, front seat outboard occupants by .70% from a current safety level of 91.77% by 92.50% by



	December 31, 2026, with annual benchmarks of 38.60% by 2024 and 38.30% by 2025.
Estimated 3-year funding allocation	\$3,500,000; BIL 402
Strategy to project considerations	<ul style="list-style-type: none"> ▪ Sociodemographic data ▪ Affected high-risk regions and municipalities. ▪ Applicants who successfully identify and address their specific traffic safety concerns. ▪ Applicants who implement a data-driven and performance-based approach in their programs. ▪ Applicants who integrate evidence-based strategies outlined in the Highway Safety Plan. ▪ Local programs that collaborate on traffic safety initiatives to collectively strive towards statewide performance goals.

Strategy	CP-2: Highway Safety Office Program Management (CP)
Problem (link to strategy)	Ensure that the designated Community Programs (CP) Coordinator effectively coordinates and manages tasks, providing leadership, training, and technical assistance to other state agencies as well as local community traffic safety programs and projects.
Countermeasures and justification	Establishing a Community Programs Coordinator role that will provide the necessary focus, expertise, and coordination to enhance road safety through specific campaigns, training, data analysis, and collaborative partnerships. This proactive approach will contribute to the reduction of injuries and fatalities in our state, making our roads safer for everyone.
Target (link to strategy)	Provide statewide coordination and administration of all community program-related activities and strategies.
Estimated 3-year funding allocation	\$200,000; BIL 402
Strategy to project considerations	<ul style="list-style-type: none"> ▪ Funding the coordination and administration of the community programs-related activities and strategies. ▪ 23 CFR 1300.4 State highway safety agency—authority and functions. ▪ 23 U.S. Code § 402 - Highway safety programs (2) Uniform Guidelines (A) (vi) to reduce accidents resulting from unsafe driving behavior (including aggressive or fatigued driving and distracted driving arising from the use of electronic devices in vehicles.

Program Area: Traffic Records

Description of Highway Safety Problems

In recent years, the world has experienced significant events and situations that have compelled us to adapt our modes of communication. Major events in Puerto Rico, such as the COVID-19 pandemic, earthquakes, and hurricanes have disrupted traditional ways of working and interacting. However, technology has emerged as a vital tool that has enabled people to continue their work and maintain connections despite physical limitations. With the help of digital platforms, remote work, video conferencing, and instant messaging, individuals have been able to collaborate, share information, and carry out their professional responsibilities seamlessly.

As governments relied on their intelligence networks and consulted the scientific sector, they made decisions prioritizing the safety of their citizens. The rapid dissemination of global information enabled governments to adjust their plans almost daily, exchanging data to stay informed. While the reliability of the information wasn't always perfect, timeliness became crucial. Presently, in Puerto Rico we have witnessed significant progress in data sharing, but the challenge of ensuring data quality, completeness, and timeliness persists for the Traffic Records Program.

All of these aspects are highly relevant to the Traffic Records Module, as they play crucial roles in its effectiveness. Technology, data collection, interconnection, accessibility, timing, and sharing are all vital components that contribute to the success of TR programs. Embracing appropriate technology allows for efficient and accurate data collection, while interconnecting data from different sources provides a comprehensive understanding of traffic-related information. Ensuring access to the collected data enables stakeholders to utilize it effectively, and timely sharing of information enhances collaboration and decision-making within TR programs.

The PRISC has made significant progress in recent years, particularly in enhancing the accessibility and timeliness of data on traffic crash records. This advancement can be seen through the evolution from the initial CARE database, then the SAFETY system, and evolving to the current PUERTO RICO ROAD SAFETY OBSERVATORY platform.

Despite these achievements, it is acknowledged that there are still important areas for improvement regarding the availability of crash data in Puerto Rico. To address these limitations, the following needs have been identified through the six traffic record data systems in PR and its six performance attributes.

CRASH TRAFFIC RECORD DATA SYSTEMS

The Puerto Rico Crash Traffic Record Data Systems, known as the "Puerto Rico Road Safety Observatory," relies primarily on the PR police crash report (PCR) as its main data source. These PCR reports are digitally entered using the PRPD's GTE system, which collects crash reports from across the island. In the latest assessment conducted in 2022, it was found that less than 1% of PCR reports were still in paper format. However, efforts have been underway to integrate the remaining paper-based reports into the digital

format. The main challenges in this integration process are limited access to computers and licenses.

Timeliness

In the past six months, the Puerto Rico Police Department (PRPD) has experienced different completion times for police crash reports (PCRs). During 2023, PCR were completed in the following times, 36% (under 2 days), 52% (3-14 days), and 12% (over 14 days). In 2022, the situation had improved significantly, with 62% (under 2 days), 30% (3-14 days) and 8% (over 14 days). These findings highlight the urgent requirement for additional resources for the PRPD. To improve the timeliness of the Crash Traffic Record Data Systems, several strategies can be implemented. These include streamlining data collection processes, implementing real-time data capture, enhancing data sharing protocols, automating data processing tasks, improving interagency collaboration, implementing real-time reporting and dashboards, providing training and resources, conducting regular system upgrades and maintenance, and establishing continuous monitoring and evaluation processes. These measures aim to ensure prompt and efficient data collection, processing, and dissemination, enabling stakeholders to access timely and accurate crash data for analysis and informed decision-making.

Accuracy

Upon evaluating sample reports, it was discovered that certain critical data elements within the crash system, namely location, crash severity, alcohol level, and person type, exhibited error rates. These errors encompassed blank fields, date inaccuracies, and multiple selections. The identified error percentages for each data element were as follows: 97.9% for location, 1% for crash severity, 100% for alcohol level, and 0% for person type. To enhance the accuracy of the Crash Traffic Record Data Systems, measures should be implemented to address missing and invalid data. This can be achieved through the implementation of data validation protocols in the GTE system, improved data collection methods, regular data quality audits, user-friendly interfaces, data governance practices, encouraging data review and verification, and providing training and support to personnel. These actions will ensure the quality and validity of the crash data, leading to more reliable information for analysis, decision-making, and effective road safety initiatives.

Completeness

The crash system has full access to all the variables available in the PCR, with the exception of a few. The biggest challenges are the need for supplementary PCR form (PPR-621.1), alcohol measures to people alive involved the crashes, and bodily injury reports. There have been challenges in collecting crash coordinates on the Digital Police Crash Report. To address this issue, PRTSC is collaborating with the Traffic Crash Compilation and Analysis project to ensure proper mapping and geolocation of each crash. This task will be supported by dedicated staff funded for this purpose. To improve completeness of the TR crash system several strategies can be implemented. This includes establishing mechanisms to maximize the completeness of the data by incorporating additional elements. This includes geolocating crashes on local streets, integrating data on alcohol test results, including road characteristics information, alcohol dispensing locations, weather data, and incorporating US Census data to gain further insights.

Uniformity

Puerto Rico has achieved a remarkable level of uniformity in the collection of crash data. This accomplishment is attributed to the implementation of clear data collection protocols aligned with the traffic law, ongoing comprehensive training programs, single communication channel, and robust data structure. These measures ensure consistent reporting practices, reducing variations and discrepancies in the collected data among precincts or state vs. municipal police. The commitment to standardized procedures and quality assurance measures has fostered a reliable and uniform crash data collection system in Puerto Rico, enabling accurate analysis and informed decision-making in road safety initiatives.

Integration

The Crash Traffic Record Data Systems have made significant strides in integrating data from four different databases. Firstly, a dedicated geolocation team has successfully implemented a system to precisely identify the locations of crashes that occurred between 2019 and 2022 on both state and municipal roads. Secondly, the blood toxicological lab work, which is reported to the state central toxicological lab, has implemented an online form to streamline the reporting of alcohol results from 2019 to 2022. These results are subsequently integrated into the crash system. Thirdly, the 2022 HPMS roadway data has been effectively matched with the crash data, providing valuable insights into the road infrastructure. Lastly, efforts are currently underway to link weather data with crash data and the roadway basemap, which will allow for a comprehensive analysis of the impact of weather conditions on crashes. These developments enhance the depth and breadth of data integration within the Crash Traffic Record Data Systems. To improve Crash Traffic Record Data Systems integration: standardize data formats and protocols, implement data exchange mechanisms, foster interagency collaboration, invest in data management infrastructure, and provide training to personnel. These steps enhance seamless data sharing, communication, and analysis for better decision-making in road safety initiatives.

Accessibility

The Puerto Rico crash data has undergone significant improvements in terms of accessibility with the establishment of the PR Road Safety Observatory. While access to the data is currently limited and granted upon request, there are ongoing efforts to enhance accessibility through the development of a dedicated public portal. This portal, being developed under the guidance of the governor's office, aims to provide a user-friendly platform for easy access to the crash data by the general public. By making the crash data more readily available, the public portal will promote transparency, accountability, and greater engagement in road safety efforts. It will empower individuals, researchers, and organizations to access and utilize the valuable crash data, enabling informed decision-making, research, and the development of effective strategies to improve road safety in Puerto Rico.

VEHICLE TRAFFIC RECORD DATA SYSTEMS

Vehicle Traffic Record Data Systems are essential for managing and tracking information related to vehicles, their owners, and their activities on the road. These systems capture and store data about vehicle registration, licensing, traffic violations, crashes, and other

relevant information, enabling transportation authorities, law enforcement agencies, and other stakeholders to enforce traffic laws, monitor road safety, and provide services. These systems prioritize timeliness, accuracy, completeness, uniformity, integration, and accessibility to ensure effective traffic management and decision-making based on comprehensive and standardized data.

Timeliness

The vehicle system aims to provide timely services to customers. Transactions are completed in real-time, and customers receive complete transactions, such as title changes and new plates, when they visit the DMV. System delays and data entry times are measured to ensure timely service delivery.

Accuracy

The system focuses on maintaining accurate data. The application for VIN validations has been updated, and old registered vehicle transactions are validated against the VINTelligence system. The system incorporates recommended brand information but does not integrate with AAMVA or NMVTIS.

Completeness

The vehicle system aims to capture complete information for each transaction. Various modules in the system provide data dictionaries, flow diagrams, use cases, entry values, and sample designs to ensure comprehensive coverage. Documents with detailed descriptions of each module are available detailing the data completeness.

Uniformity

The system follows defined edit checks and data collection guidelines to ensure uniformity. Edit checks include field size, data type, value ranges, and predefined values. Process flows are established as a basis for data collection guidelines.

Integration

While it is possible to link crash records with the Puerto Rico Driver Service Center (CESCO, Spanish acronym) vehicles' registration files, achieving precise linkage with CESCO, the initiation of this process is anticipated to occur in the fiscal year 2024. The DMV is prepared to integrate with the National Motor Vehicle Title Information System (NMVTIS). However, specific details of the integration need to be evaluated with a responsible contact. The system also integrates with other systems like CVINA and SIJC for VIN validations and stolen vehicle checks, respectively.

Accessibility

The vehicle system provides accessibility to various stakeholders. Law enforcement officers can read registration documents with mobile devices and validate registration numbers and license plates. Documents related to system modules and processes are available for review, although some may be in draft version for feedback purposes. A recently proposed project seeks to provide access to vehicle records through a web service to the PR Road Safety Observatory which will enhance the crash data system accuracy, completeness, uniformity, and accessibility.

DRIVER TRAFFIC RECORD DATA SYSTEMS

The Driver Traffic Record Data Systems (DTRDS) play a crucial role in managing driver-related information and ensuring the accuracy, completeness, uniformity, integration,



and accessibility of driver records. These systems are essential for regulatory agencies, such as the Department of Motor Vehicles (DMV), to effectively monitor and maintain records of drivers, their licenses, endorsements, training histories, and traffic violations. The DTRDS in Puerto Rico, known as DAVID+ (Driver and Vehicle Information Database), incorporates various modules and functionalities to capture, store, and retrieve driver data. Below are listed key aspects of the DAVID+ system, including its accuracy, completeness, uniformity, integration, and accessibility, based on the information provided.

Timeliness

The system captures and retains timely information, and real-time updates are made during driver transactions at the DMV.

Accuracy

The driver system captures accurate and up-to-date information regarding permits, licenses, endorsements, training histories, and traffic violations. The data is validated against external databases to ensure accuracy.

Completeness

The system captures and retains comprehensive information about novice drivers, motorcycle licenses, driver improvement training, and the dates of original issuance for permits, licenses, and endorsements. It aims to cover all relevant aspects of driver records.

Uniformity

The database of the driver system follows documented data definitions and schema field check validations, ensuring uniformity in the data. Automated edit checks are in place to enforce data consistency.

Integration

While it is possible to link crash records with the Puerto Rico Driver Service Center (CESCO, Spanish acronym) drivers' license files, achieving precise linkage with CESCO, the initiation of this process is anticipated to occur in the fiscal year 2024. The agency is evaluating the integration of additional modules and functionalities, such as Commercially Licensed Drivers Module and initial training histories for drivers. The system interfaces with other systems like the Integrated Criminal Record module and Social Security Online Verification system.

Accessibility

The driver system captures accurate and up-to-date information regarding permits, licenses, endorsements, training histories, and traffic violations. The data is validated against external databases to ensure accuracy.

ROADWAY TRAFFIC RECORD DATA SYSTEMS

Roadway Traffic Record Data Systems play a critical role in Puerto Rico by capturing and managing information specific to the island's roadways, traffic patterns, and incidents. These systems serve as centralized repositories of data, collecting valuable information about road conditions, traffic volume, congestion, accidents, and other relevant factors that affect transportation on the island. By gathering and analyzing this data, transportation authorities, urban planners, and safety agencies in Puerto Rico can make

well-informed decisions to enhance road infrastructure, optimize traffic flow, improve safety measures, and develop effective transportation policies tailored to the unique needs of the island. The availability of accurate and up-to-date roadway traffic records is crucial in creating efficient, safe, and sustainable transportation networks that benefit the communities of Puerto Rico and ensure a seamless and reliable travel experience for all road users.

Timeliness

Puerto Rico has not provided evidence of specific timeliness measures for managing the roadway information system. The DOT has expressed a desire to develop timeliness performance measures aligned with FHWA HPMS requirements and internal procedures. They are encouraged to refer to guidance documents for developing these measures.

Accuracy

Puerto Rico has not demonstrated the presence of accuracy performance measures tailored to the needs of data managers and users. They express a desire to develop accuracy performance measures aligned with FHWA HPMS requirements and internal procedures. The development of these measures is expected to be coordinated with the full deployment of the RIMS system.

Completeness

Puerto Rico has not provided evidence of completeness performance measures tailored to the needs of data managers and users. The DOT has expressed a desire to develop completeness performance measures aligned with FHWA HPMS requirements and internal procedures. The development of these measures is expected to be coordinated with the full deployment of the RIMS system.

Uniformity

The roadway traffic record data systems in Puerto Rico exhibit a lack of uniformity in the data collected for all roads. While all public roads are represented in the roadway network, not all data elements are consistently collected. The state focuses on collecting data for Federal Aid Eligible roads and has the capability to incorporate data from local municipalities if it follows the correct format. However, localities tend to collect a limited set of data elements that are specifically relevant to their needs, in contrast to the more comprehensive data collection for state roads. Addressing this issue requires efforts to promote standardized data collection practices across all roads, ensuring a consistent and comprehensive dataset for improved analysis and decision-making in road management and safety initiatives.

Integration

The 100% integration of the 2022 HPMS roadway data with the crash data has provided valuable insights into the road infrastructure. Although initial efforts to establish a live connection to the ArcGIS Enterprise system for data extractions were not fully implemented in 2022, plans are in place to resume these efforts in FY24. The aim is to enhance the technical infrastructure, streamline data extraction processes, and ensure seamless connectivity between the Crash Traffic Record Data Systems and the ArcGIS Enterprise system. This will enable full access to relevant crash and roadway information, empowering stakeholders to make informed decisions and improve road safety.

Accessibility

Puerto Rico has not provided evidence of accessibility performance measures tailored to the needs of data managers and users. The DOT expressed a desire to develop accessibility performance measures aligned with FHWA HPMS requirements and internal procedures. The development of these measures is expected to be coordinated with the full deployment of the RIMS system.

CITATION/ADJUDICATION TRAFFIC RECORD DATA SYSTEMS

The Puerto Rico Department of Justice (PRDOJ) maintains two databases, the Integrated Criminal Registry (RCI) and the Criminal Justice Information System (PR-CJIS), which facilitate the exchange of criminal records information among law enforcement agencies. The PR-CJIS, created by Law No. 143 of August 26, 2014, serves as a comprehensive repository of criminal records, while the RCI specifically manages DUI cases. In an effort to strengthen the prosecutor's case management system, a traffic record-funded project aims to update and validate a percentage of DUI criminal records in the PR-CJIS Integrated Criminal Registry. The objectives include updating and validating 2,652 DUI records and ensuring 100% validation of 7,274 DUI records with unfinished criminal proceedings. As of 2023, the RCI contains 1,224 DUI criminal records, with 71 under investigation, 41 as consulted cases not filed, and 1,113 filed cases.

The SUMAC Criminal-Traffic Case Automatization Project aims to improve the availability and accuracy of criminal case data for the Judicial Branch and Puerto Rico Traffic Safety Commission, enhance the completeness of traffic data, and improve the performance of internal and external partners by reengineering the criminal case management process.

Timeliness

The Citation/Adjudication Traffic Record Data Systems in Puerto Rico have made significant advances in terms of timeliness as a performance measure. From October 2022 to March 2023, a total of 1,522 DUI criminal records were validated and updated, demonstrating progress in enhancing the accuracy and completeness of the system. However, there are still 495 pending cases that require attention. On a positive note, 1,027 cases have been successfully resolved during this period. Moreover, a total of 3,504 DUI criminal records were reviewed, indicating an active effort to ensure data integrity. These achievements have exceeded the established standards set by the project's goals and objectives. Additionally, collaboration with the Traffic Safety Commission and the Expungement Division of the Puerto Rico Police Bureau has contributed to the expungement process and maintaining high-quality control of the information in the RCI database. Moving forward, continued efforts are necessary to address the remaining pending cases and sustain the progress achieved in validating and updating DUI criminal records.

Accuracy

The accuracy of both systems could be further improved with the implementation of additional edit checks during the data entry process.

Completeness

The completeness of the Citation/Adjudication Traffic Record Data Systems in Puerto Rico has shown notable advances, but also has some limitations and requires further steps for

improvement. The system has made significant progress in validating and updating DUI criminal records, with 1,522 records successfully addressed between October 2022 and March 2023. This indicates a commitment to improving data completeness. However, there are still 495 pending cases that need attention, highlighting a limitation in achieving complete accuracy. To address this, future steps should focus on resolving these pending cases and implementing measures to expedite the update process. By continuously striving for completeness, the Citation/Adjudication Traffic Record Data Systems in Puerto Rico can enhance their reliability and effectiveness in supporting traffic safety initiatives.

Uniformity

Puerto Rico has not shown evidence to demonstrate the presence of uniformity performance measures tailored to the needs of data managers and users for managing the system. Uniformity performance measures should be developed and aligned with other federal and state performance requirements.

Integration

However, access to driver license suspension information mandated by court orders is restricted. To obtain complete driver records and improve access to information, PRTSC aims to enhance the interface with the Director of Driver Services and update drunk driving criminal records.

Accessibility

The Criminal Justice Information Services (CJIS) in Puerto Rico was established by Law No. 143 of August 26, 2014, with subsequent amendments. It is managed by the Puerto Rico Department of Justice and serves as a repository for all criminal records in the region. The primary objective of CJIS is to facilitate the exchange of information among law enforcement agencies, enhancing their ability to collaborate and share crucial data. Traffic safety agencies do not have access to the CJIS as it is exclusively limited to law enforcement agencies.

EMERGENCY MEDICAL SERVICES (EMS)/INJURY SURVEILLANCE TRAFFIC RECORD DATA SYSTEMS

The EMS and injury surveillance play a crucial role in ensuring the timely and accurate collection of data related to traffic crashes and injuries. This data serves as a valuable resource for policymakers, healthcare providers, and researchers in assessing the impact of crashes, developing effective public health policies, and improving emergency response systems. In Puerto Rico, the EMS and injury surveillance systems are undergoing developments to enhance their timeliness, accuracy, completeness, uniformity, integration, and accessibility. This article provides an overview of the current state of these systems, highlighting the efforts being made to improve data collection, management, and utilization for the benefit of individuals and the collective well-being of the population.

Timeliness

The Institute of Statistics of Puerto Rico ensures access to data and statistics through their public portal. The EMS agencies are in the process of implementing an electronic patient care records system, which will improve timeliness.

Accuracy

The EMS agencies, along with the Vehicle Crash Compensation Administration (ACAA), maintain records of crash-related injuries, medical records, and services associated with motor vehicle crashes. The data collected by the EMS and emergency departments is expected to be accurate.

Completeness

The EMS agencies, ACAA, and emergency departments maintain databases that capture information on crash vehicle injuries, 911-time responses, hospital discharge, trauma registries, and vital records. However, there is a need for integration and coordination to ensure completeness across all sources.

Uniformity

The EMS agencies and the Puerto Rico Medical Services Administration (ASEM) follow standardized data collection procedures and utilize data dictionaries to ensure uniformity in documentation. The ASEM database and Meditech system provide guidelines and queries to ensure consistent data entry.

Integration

The EMS agencies are working on integrating their separate databases, and there is an ongoing project between ASEM and the Puerto Rico Health Information Exchange (PRHIE) to share and unify data in a central repository. However, there is currently no islandwide submission of EMS data to the NEMSIS national database.

Accessibility

Data from the EMS agencies, ASEM, and emergency departments are available to outside parties upon request of a data use agreement. However, data from private EMS providers is not accessible. The Institute of Statistics of Puerto Rico also maintains an open portal for public access to data and statistics.

LIMITATIONS TO THE TRAFFIC RECORD DATA SYSTEMS

The PRTSC and its Traffic Records stakeholders face several concrete problems that require resolution:

1. Bureaucracy/Government Priorities: The implementation of the Digital Police Crash Report (PPR-621.4) has been hindered by limited training for Traffic Police to 92%, while the Municipal Police still rely on paper PCR. An Action Plan has been scheduled to train all police traffic areas, with the aim of achieving compliance by 2024.
2. Evaluation: The PRTSC Traffic Records Assessment took place in fiscal year 2022. To implement the evaluation recommendations effectively, PRTSC will seek assistance from an IT professional. This professional will collaborate with the program coordinator to ensure a thorough understanding of all evaluation recommendations. A timeline will be established for follow-up actions by all agencies involved.
3. TRCC: The Traffic Records Coordinating Committee (TRCC) will continue to lead TR data access. The TRCC will identify strengths and weaknesses to address,

working towards improving uniformity, accuracy, timeliness, completeness, accessibility, and integration of traffic record data.

4. Funding: Limited funding from the Traffic Records Coordinating Committee (TRCC) poses challenges and discourages interagency collaborations. Insufficient financial resources hinder the allocation of funds for joint initiatives, shared infrastructure, and training programs. This limitation restricts the potential for collective problem-solving and impedes progress in improving traffic records and promoting road safety.

By addressing these areas of improvement, the PRTSC aims to enhance the overall effectiveness of the traffic crashes data in Puerto Rico, allowing for better analysis, decision-making, and improved road safety measures.

Countermeasure Strategy for Programming Funds

These are the countermeasure strategies in the Traffic Records Program that contributed towards meeting/improving the performance targets:

- * Strategy TR-1: Improve completeness of the Citation/ Adjudication data system
- * Strategy TR-2: Improves accessibility of a core highway safety database
- * Strategy TR-3: Improves completeness of a core highway safety database
- * Strategy TR-4: Improve Traffic Cases Court Files and Adjudication Data System
- * Strategy TR-5: Highway Safety Office Program Management (TR)

Strategy		TR-1: Improve completeness of the Citation/ Adjudication data system
Problem (link to strategy)		Strengthen the Integrated Criminal Registry (RCI) Of the Criminal Justice Information System by updating and validating the criminal records of the cases of the Drunk Driving Processing Unit.
Countermeasures and justification		According to the 2022 Traffic Records Assessment, The Citation and adjudication Recommendations: Improve the interface with the Citation and Adjudication systems to reflect best practices identified in the Traffic Records Program Assessment Advisory.
Target (link to strategy)		Increase the validation and updating on 8% of Driving under the influence criminal records in PRCIJS and Integrated Criminal Registry (RCI).
Estimated 3-year funding allocation		\$350,000; BIL 405(c)
Strategy to project considerations		<ul style="list-style-type: none"> ▪ Continue the validation and updating of the DUI Records.

Strategy		TR-2: Improves accessibility of a core highway safety database
Problem (link to strategy)		There is a pressing need to enhance the quality, comprehensiveness, and accessibility of all six core highway safety databases.
Countermeasures and justification		According to the 2022 Traffic Records Assessment, The Crash Core Recommendations: 1. Improve the description and contents of the Crash data system to reflect best practices identified in the Traffic Records Program Assessment Advisory.

	2. Improve the interfaces with the Crash data system to reflect best practices identified in the Traffic Records Program Assessment Advisory.
Target (link to strategy)	Improve accessibility to traffic safety data.
Estimated 3-year funding allocation	\$3,300,000; BIL 405(c)
Strategy to project considerations	<ul style="list-style-type: none"> Ensure continuous funding for the expansion and utilization of the state's Traffic Records system.

Strategy	TR-3: Improves Completeness of a core highway safety database
Problem (link to strategy)	Receiving police crash reports on 100% electronically through the Puerto Rico Safety Road Observatory System.
Countermeasures and justification	<p>Highway Safety Program Guideline No. 10 Chapter II: Traffic Records System Information Quality</p> <p>Completeness – the information should be complete in terms of all the people, events, things, or places represented by the records in the various components, and it should be complete in terms of all the variables required to be collected on those people, events, things, or places.</p>
Target (link to strategy)	Ensure proper mapping and geolocation of each crash.
Estimated 3-year funding allocation	\$520,000; BIL 405(c)
Strategy to project considerations	<ul style="list-style-type: none"> Enhance the accuracy and efficiency of crash geolocation data.

Strategy	TR-4: Improve Traffic Cases Court Files and Adjudication Data System
Problem (link to strategy)	Improve the quality, quantity, and timeliness of the traffic crash criminal case data available to the Judicial Branch and PRTSC. Enhance the completeness and accuracy of the traffic data share with de Puerto Rico Safety Road Observatory database.
Countermeasures and justification	<p>According to the 2022 Traffic Records Assessment, The Citation and adjudication Recommendations:</p> <p>Enhance Data Interfaces and Linkages: Explore avenues to interface and link data between the following systems: Citation system with the Crash system, Adjudication system with the Vehicle system, and the Adjudication system with the Crash system.</p>
Target (link to strategy)	Improve the quality, quantity, and timeliness of the crash criminal case data available to the Judicial Branch and PRTSC. Enhance the completeness and accuracy of the traffic data share with de Puerto Rico Safety Road Observatory database. Improve internal and external partner's performances by reengineering the traffic and crash criminal case management process.
Estimated 3-year funding allocation	\$900,000; BIL 405(c)
Strategy to project considerations	<ul style="list-style-type: none"> Automatization and review of the traffic and crash criminal cases.



Strategy	TR-5: Highway Safety Office Program Management (TR)	
Problem (link to strategy)	Ensure that the designated Traffic Safety Information Systems (TSIS) Coordinator effectively coordinates and administers tasks, ensuring seamless integration of Puerto Rico's traffic records-related activities and strategic initiatives	
Countermeasures and justification	To fully leverage the benefits of collaboration among individual traffic records-related activities and strategies, it is imperative to coordinate and manage these activities under a unified entity. Efficient statewide coordination and administration of all traffic records-related activities are essential for the success of a traffic records improvement program.	
Target (link to strategy)	Provide statewide coordination and administration of all traffic records-related activities	
Estimated 3-year funding allocation	\$400,000; BIL 402	
Strategy to project considerations	<ul style="list-style-type: none"> ▪ Funding the coordination and administration of the state's myriad traffic records-related activities and strategies. ▪ 23 U.S. Code § 402 - Highway safety programs (2) Uniform (D) include provisions for - (i) an effective record system of accidents (including resulting injuries and deaths) 	

Program Area: Non-Motorized (Pedestrians and Bicyclist)

Description of Highway Safety Problems

In Puerto Rico there is a lack of consideration by drivers towards pedestrians, who do not give way, travel at high speeds on primary, secondary and tertiary highways. On the other hand, there are distracted and drunk pedestrians, and those who risk their lives every day by not using bridges or pedestrian crossings even though they are available, either to save time or distance and do not realize the danger and the consequences that may have due to this practice of crossing in the wrong places. Older people (50+) are the most affected, either due to their physical conditions or lack of risk perception, they cross in inappropriate places, devoid of lighting or where vehicles travel at high speeds.

The lack of marking (pedestrian crossings) or the deterioration of these harms the pedestrian because the drivers do not yield to them. The lack of lighting on some public roads is another factor that greatly affects pedestrians and cyclists.

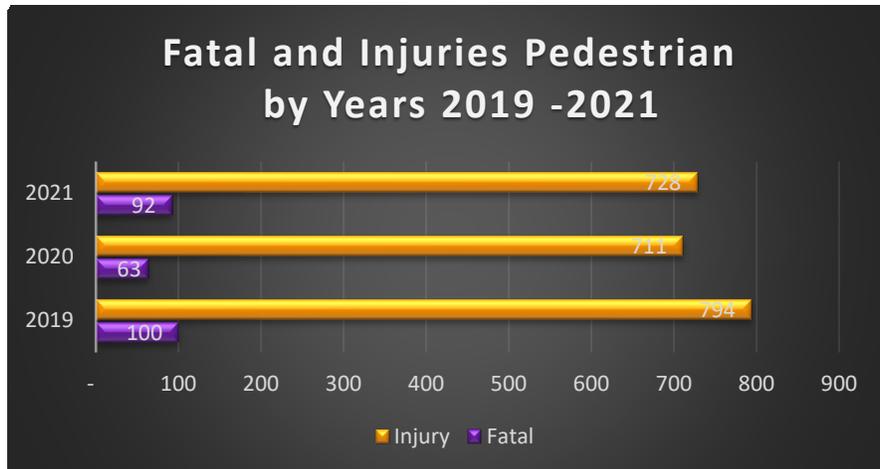
Cyclists in Puerto Rico have another major problem with drivers speeding, distracted driving, drunk driving, and not maintaining the 3-foot space required for cyclist safety. In addition, the improper use of cyclists on public roads, wearing dark clothing and without any reflective device.

During the period from 2019 to 2021, Puerto Rico reported 868 traffic fatalities. These alarming figures show us that 255 or 29% were pedestrians who lost their lives on our roads. An analysis of the profile of pedestrian deaths for this same period (2019-2021) indicates that:

- * 59.6% of all pedestrian fatalities were among the age group of more than 50+.
- * 80% of pedestrian fatalities were men and the 20% were women.
- * 47.8% of pedestrian fatalities occurred between 6:00 pm and 11:59 pm.
- * Weekend days: Wednesday, Friday and Saturday represent the majority of Pedestrian fatalities comprising a total of 53.3%.
- * Of all pedestrian fatalities, the majority were in the municipalities of San Juan 46, Bayamon 19, Carolina 16, Aguadilla 12 and Caguas 10.

In other analyses conducted we found that out of 135,860 traffic crashes, 1,060 were with pedestrians during 2019, for 2020 out of 125,899 crashes, 892 were with pedestrians and for 2021 out of 158,267 crashes 941 were with pedestrians.

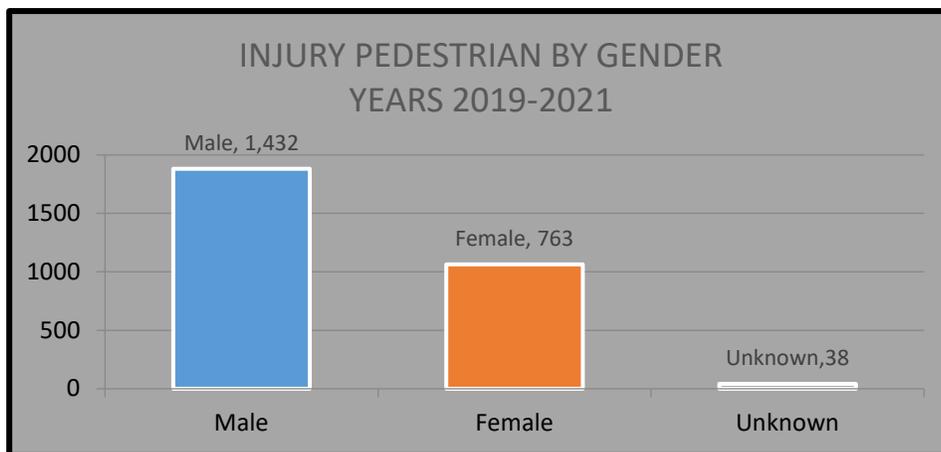
In Other analyses we found that 2,233 pedestrians suffered injuries in the past three years.



The Analysis Crashes involving pedestrians who were injured for 2019-2021 by age classification:

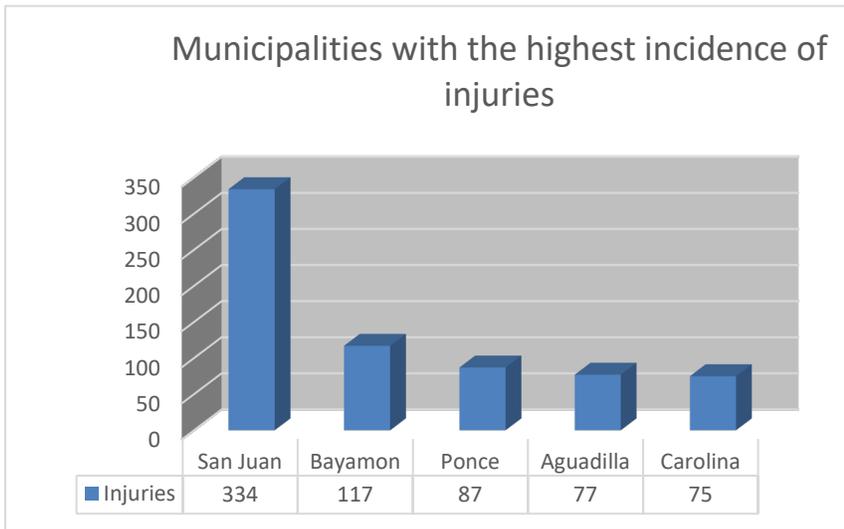
- * The age group of most of the injured pedestrians is 50+, this represents the 51.3%.
- * The age group from 37 to 49 years old represents 19.1%.
- * Unknown, 8

Analysis of pedestrian injury crashes for 2019-2021 by gender classification illustrates that:



The 64.1% of pedestrian Injury were male, 34.2% were female and 1.7% unknown.

Analysis of pedestrian injury crashes for 2019-2021 by municipalities illustrates that:



* 33% of pedestrian's injury crashes occurred in the Municipalities of San Juan (334), Bayamon (117) Ponce (87), Aguadilla (77), and Carolina (75).

Analysis of pedestrian injury crashes for 2019-2021 on weekdays classification illustrates that:

Day of Week	injury	%
Sunday	236	11.3%
Monday	309	14.6%
Tuesday	261	12.5%
Wednesday	318	15.2%
Thursday	284	13.4%
Friday	342	17.5%
Saturday	287	13.3%
Uncategorized	49	2.2%

Bicyclists Fatalities & Injury Crashes

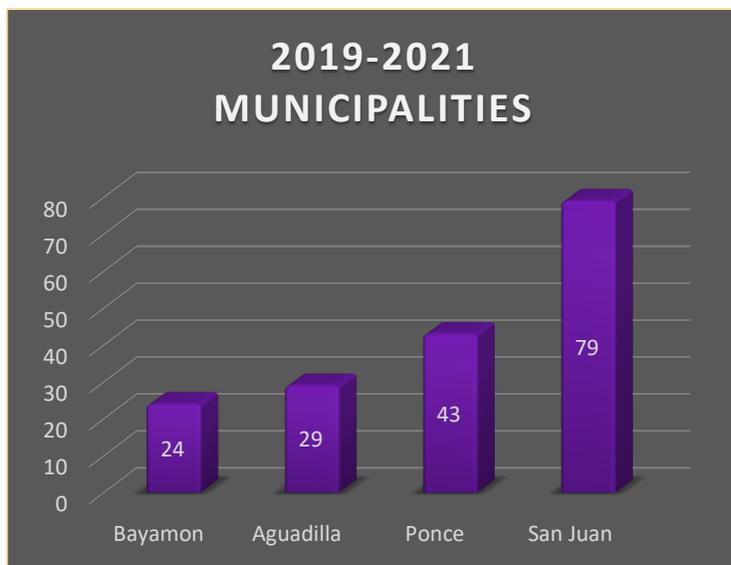
When analyzing cyclist fatalities profile characteristics for the three-year average, 2019-2021, we found that:

- ↳ 30 bicyclist deaths accounted for this time represent 3.5% of all traffic fatalities.
- ↳ 93.3% of bicyclist fatalities were men.

- ↳ 73.3% of all bicyclist fatalities represent 50+ age group, making them the population with the highest risk factor.
- ↳ The 37 – 49 age group represented 16.7% of all bicyclist fatalities.
- ↳ Thursday and Sunday, with 6 cyclists killed each, are the days with the highest incidence, with 40% of cyclists killed combined.
- ↳ 16 bicyclist fatalities or 53.3% of bicyclist fatalities occurred between the hours of 6:00pm and 11:59pm.



Analysis of the total of 574 bicyclist injury crashes reported during 2019-2021 by municipality illustrates the following:



- ↳ San Juan reported a total of 79 injury crashes, comprising 13.7% of the total of bicyclist injury crashes reported during 2019 – 2021.
- ↳ Ponce presents the second municipality with 43 injury crashes, comprising 7.5% of the total of bicyclist injury crashes reported during 2019 – 2021.
- ↳ Aguadilla is in the third position with 29 injury crashes, comprising 5% of the total of bicyclist injury crashes reported during 2019 – 2021.
- ↳ Bayamon is in the four positions with 24 injury crashes, comprising 4.1% of the total of bicyclist injury crashes reported during 2019 – 2021.

Distribution of Non-Motorized Fatalities by Type and Year							
Year	Total Fatalities	Total Fatalities Non-Motorized		Non-Motorized by Category			
				Pedestrians		Bicyclist	
		Fatal	Percent	Fatal	Percent	Fatal	Percent
2019	289	109	37.7%	100	34.6%	9	3.1%

2020	242	72	29.8%	63	26.0%	9	3.7%
2021	337	104	30.9%	92	27.2%	12	3.5%
Total	868	285	32.8%	255	29.4%	30	3.4%

- ↳ Non-Motorized fatalities comprised 32.8% of total traffic fatalities for the three-year period 2019-2021.
- ↳ Pedestrian's fatalities comprised 32.8% of total traffic fatalities for the three-year period 2019-2021.

Bicyclist fatalities comprised 3.4% of total traffic fatalities for the three-year period 2019-2021.

Countermeasure Strategy for Programming Funds

These are the countermeasure strategies in the Traffic Records Program that contributed towards meeting/improving the performance targets:

- * Strategy NM-1: High Visibility Pedestrian Law Enforcement
- * Strategy NM-2: Pedestrian and Bicycle Safety Zones
- * Strategy NM-3: Highway Safety Office Program Management (NM)

Strategy		NM-1: High Visibility Pedestrian Law Enforcement
Problem (link to strategy)	(link to)	Drivers do not respect the traffic law aimed at pedestrians and cyclists, including the respect for pedestrian crossings. In the year 2022, approximately 4,218 fines were issued to drivers who violated pedestrian crossing regulations. Pedestrians accounted for 29.4% of PR total fatalities in 2019-2021.
Countermeasures and justification		CTW 3 starts citation or more: Enforcement Strategies, Pedestrian Safety Zones
Target (link to strategy)		Reduce pedestrian fatalities by 1.5% from 93.8 (2017-2021 RA) to 92.4 (2022-2026 RA) by 2026, with following annual benchmarks 93.3 (2020-2024 RA) by 2024 and 92.9 (2021-2025 RA) by 2025.
Estimated 3-year funding allocation		\$400,000; BIL 405(h), 402
Strategy to project considerations		<ul style="list-style-type: none"> ▪ Participation in pedestrian enforcement program ▪ Sociodemographic data ▪ Affected communities ▪ Locations: Affected high-risk regions and municipalities ▪ Highway Safety Program Guideline No.14: Pedestrian and Bicycle Safety <ul style="list-style-type: none"> ↳ Chapter IV. Law Enforcement: <ul style="list-style-type: none"> ○ Establishing agency policies to support pedestrian and bicycle safety. ○ Enforcing pedestrian and bicycle laws, and all laws that affect the safety of pedestrians and bicyclists, including those aimed at aggressive drivers. ▪ 23 U.S. Code § 402 - Highway safety programs (2) Uniform Guidelines (C) improve pedestrian performance and bicycle safety.



Strategy		NM-2: Pedestrian and Bicycle Safety Zones
Problem (link to strategy)		Pedestrians and bicycles accounted for 32.8% of PR total fatalities in 2019-2021. Pedestrians consistently account for about one-third of the total fatalities that occur each year in Puerto Rico. The actions and bad decisions of both drivers and pedestrians contribute to pedestrian crashes and the fatalities and injuries that occur.
Countermeasures and justification		CTW 1 to 4 starts citation: Pedestrian Safety Zones; Driver Training; Pedestrian Gap Acceptance Training; Elementary-age pedestrian training; Bicycle Safety Education for Children; Cycling Skills Clinics, Bike Fairs, Bike Rodeos; Bicyclist Safety Educational for Adult Cyclist, and Promote Bicycle Helmet use with education.
Target (link to strategy)		Reduce pedestrian fatalities by 1.5% from 93.8 (2017-2021 RA) to 92.4 (2022-2026 RA) by 2026, with following annual benchmarks 93.3 (2020-2024 RA) by 2024 and 92.9 (2021-2025 RA) by 2025. Reduce bicyclist fatalities by 5% from 9.8 (2017-2021 RA) to 9.3 (2022-2026 RA) by 2026, with following annual benchmarks 9.6 (2020-2024 RA) by 2024 and 9.5 (2021-2025 RA) by 2025.
Estimated 3-year funding allocation		\$477,000; BIL 405(h), BIL 402
Strategy to project considerations		<ul style="list-style-type: none"> ▪ Sociodemographic data ▪ Affected communities. ▪ Locations: Affected high-risk regions and municipalities ▪ Highway Safety Program Guideline No.14: Pedestrian and Bicycle Safety <ul style="list-style-type: none"> ↳ Chapter II. Multidisciplinary Involvement: <ul style="list-style-type: none"> ○ State Pedestrian/Bicycle Coordinators ○ Law Enforcement and Public Safety ○ Education ○ Community Safety Organizations ○ Nonprofit Organizations ▪ 23 U.S. Code § 402 - Highway safety programs (2) Uniform Guidelines (C) improve pedestrian performance and bicycle safety.

Strategy		NM-3: Highway Safety Office Program Management (NM)
Problem (link to strategy)		Ensure that the designated Non-Motorized (NM) Coordinator effectively coordinates and manages tasks, providing leadership, training, and technical assistance to other state agencies as well as local non-motorized program and projects.
Countermeasures and justification		Establishing a Non-Motorized Coordinator role will provide the necessary focus, expertise, and coordination to enhance pedestrian and bicyclist safety through targeted campaigns, training, data analysis, and collaborative partnerships. This proactive approach will contribute to the reduction of injuries and fatalities in our state, making our roads safer for all non-motorized (pedestrian & bicyclist).
Target (link to strategy)		Provide statewide coordination and administration of all non-motorized-related activities and strategies.
Estimated 3-year funding allocation		\$101,000; BIL 402
Strategy to project considerations		<ul style="list-style-type: none"> ▪ Funding the coordination and administration of non-motorized-related activities and strategies. ▪ Highway Safety Program Guideline No.14: Pedestrian and Bicycle Safety <ul style="list-style-type: none"> ↳ Chapter I. Program Management: <ul style="list-style-type: none"> ○ Provide leadership, training, and technical assistance to other State agencies and local pedestrian and bicycle safety programs and projects. ○ Train program staff to effectively coordinate the implementation of recommended activities. ○ Conduct regular problem identification and evaluation activities to determine pedestrian and bicyclist fatality, injury, and crash trends and to provide guidance in development and implementation of countermeasures. ○ Support the enforcement by local enforcement agencies of State laws affecting pedestrians and bicyclists. ○ Develop safety initiatives to reduce fatalities and injuries among high-risk groups as indicated by crash and injury data trends, including children, older adults, and alcohol-impaired pedestrians and bicyclists. ▪ 23 U.S. Code § 402 - Highway safety programs (2) Uniform Guidelines (C) improve pedestrian performance and bicycle safety.



Program Area: Communications (Media)

Description of Highway Safety Problems

The approach for fiscal years 2024-2026 is to create a strategic communication plan where we work with empathy with citizens and thus create general awareness about the different driving behaviors in Puerto Rico and the critical road safety issues that contribute to deaths, and injuries. The Office of Communications will undertake efforts throughout the year including advertising (paid and earned media), social media, public outreach, media relations and public relations to encourage behavior change through road safety initiatives, which include:

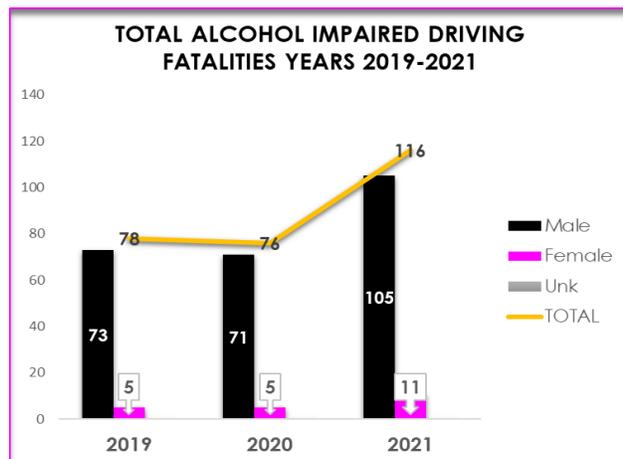
- Impaired Driving (alcohol ID, Youth AID, Drug ID)
- Non-Motorized Safety (pedestrian and bicycle safety)
- Speed & Aggressive Driving
- Occupant Protection (seat belt and child safety seat)
- Motorcycle (awareness STA and motorcycle safety)
- Distracted Driving
- PESET

All the campaigns that will be carried out are aimed at the different audiences according to the program area and will be focused on disseminating the main message of driving responsibly and complying with traffic laws so that they reach their desired destinations safely as the number priority, one through safe road actions and behaviors.

Impaired Driving

In Puerto Rico, the consumption of alcohol in large quantities is a problem that has been increasing in recent years. Between October 2018 and October 2019, the total consumption of alcoholic beverages amounted to \$1,071 million. This figure represents an increase of \$88 million in relation to the total consumption up to October 2018, which was \$983 million. Beer stands out as the favorite drink of the Puerto Rican consumer, since it represents 75% of the total universe of consumption in 2019.

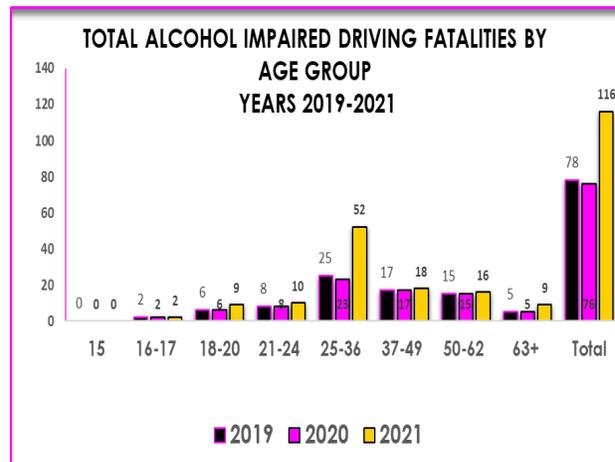
In a market study carried out by the firm IRI Worldwide Puerto Rico, it was indicated that 85% of the establishments where alcoholic beverages are sold in Puerto Rico are supermarkets, grocery stores, bars, bakeries, gas stations, pharmacies, cafeterias, and department stores. The study revealed that the region where the most beers are sold is San Juan with 34%, followed by the Caguas region, with 20%. Both percentages reflect the population concentration that exists in both regions and the continuous flow of citizens from neighboring towns.



Third place is the Mayaguez region with 17% and the regions of Ponce and Arecibo compete for fourth place with 15% of consumption.

In a study carried out by the Food Marketing, Industry and Distribution Chamber (MIDA), under the title X-ray of the food consumer in Puerto Rico, it reflected those sales of alcoholic beverages in Puerto Rico for 2022 amounted to 1.09 billion dollars. With 72%, beers were the main alcoholic drink purchased by respondents, while 35% of them bought wine and 29% spirits.

Both studies validate the statistics that work in the Commission for Traffic Safety, which reflects that between the years 2019 and 2021, 270 fatalities occurred on the highways of Puerto Rico. 86% of deaths related to alcohol by gender are male, between the ages of 25 to 49 years. 91% of the fatalities occurred during the hours between 6:00 pm and 5:59 am. Being the weekends that include from Thursday to Sunday, those with the highest fatalities. Highlighting the municipalities of San Juan, Ponce, Aguadilla, Bayamon and Caguas with the highest number of fatalities in their jurisdiction.



Non-Motorized Safety

On the Island, the people who use the roads for their mobility are cyclists and pedestrians, becoming the most vulnerable. Those who practice the sport of cycling in Puerto Rico have rights and obligations. Drivers, for their part, must comply with the obligations detailed in the Charter of Cyclist Rights and Drivers Obligations.

Every cyclist has the right to ride a bicycle on any public highway, be it a street, a road, or state or municipal highway. The cyclist has the right to use the right bank of the taxiway of the public highway and it will be the obligation of every driver of a vehicle or motor vehicle to exercise due caution when passing him. However, every cyclist will have the option of using the right path on those public roads where it is in passable conditions. Every cyclist has the right to use the width of the lane if it is traveling on a public road through the urban area at the same speed as a motor vehicle.

Within the Obligations of the cyclist, every cyclist will comply with all the applicable provisions in the Traffic Law. They will use the exclusive lane for bicycles, if there is one available and it is in good condition passable. Cyclist must drive the bicycle in favor of the traffic in the right lane of the public road and to make turns they must signal with their hands.

For their part, Drivers have the obligation to yield the right of way, slowing down or stopping, if necessary, to any cyclist who is crossing the taxiway at a point

YEARS	TOTAL FATAL	FATAL CYCLISTS
2019	289	9
2020	242	9
2021	337	12
Total	868	30

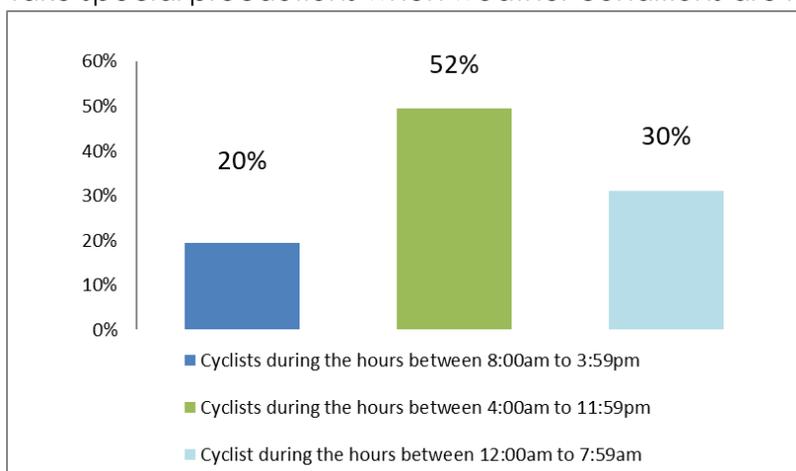
where



there are no traffic lights installed or these are not working. Everything, the driver of a vehicle must leave a space of three (3) feet between the right side of his vehicle and the cyclist when he must pass. It will not happen to a cyclist when vehicles are approaching from the left lane from the opposite direction. The driver of a vehicle passing a bicyclist on his right must verify that he given at least ten (10) feet between the rear of his vehicle and the bicyclist before resuming the lane.

Every driver of a vehicle or motor vehicle will take all precautions not to run over or cause accidents to cyclist and must take special precautions when weather conditions are not favorable.

Despite having this document that regulates the use and how both the cyclist and the driver should act when sharing the road, unfortunately for the years 2019 to 2021, 30 cyclists died on the roads. Most of these deceased were male. According to statistics, the highest risk hours for bullfighting are from 4:00 pm to 11:59 pm.



In the case of pedestrians, unfortunately, due to lack of knowledge and courtesy on the roads, 255 people have died, for the period from 2019 to 2021. The most vulnerable population group is comprised of those aged 55 to 64 in the foreground, and from 45 to 54 years in the background. The most affected gender are males with 80% of the total deaths.

YEARS	TOTAL FATAL	PEDESTRIANS	
		FATAL	PERCENT
2019	289	100	35%
2020	242	63	26%
2021	337	92	27%
Total	868	255	

Speed & Aggressive Driving

In Puerto Rico, any person over the age of 16 can apply for and obtain a temporary driver's license. This represents a challenge when conceptualizing the development of educational campaigns. This is due to the maturity factor that young applicants may present to obtain a permit to be able to drive a motor vehicle on public roads.

Law No. 22-2000, better known as the Puerto Rico Vehicle and Traffic Law, establishes that any person under eighteen (18) years of age, but over sixteen (16) years of age,

must have a driver's license a learner's license for six (6) months, prior to requesting road test and without any violations. Any person under eighteen (18) years of age, but over sixteen (16) years of age, may only driver between six (6) in the morning and ten (10) at night during the six (6) months from the date issuance of the learner's license and must always be accompanied by a licensed driver who is twenty-one (21) years of age or older and rides next to the applicant in the front passenger seat.

This six-month requirement is established by the State to train young drivers in the face of the different experiences that may occur during their lives and how to react to them. But the elements of speed combined with aggressive driving without showing courtesy while traveling on the country's highways have caused the death of 278 drivers between the years of 2019 and 2021. The primary group is the one that includes the ages of 25 to 34 years, and the secondary group is between the ages of 16 to 24 years. Statistics show that the weekend is when most fatalities occur with 61%. From 10:00 pm to 1:59 p.m.

YEARS	TOTAL FATAL	FATAL FOR SPEED	PERCENT	FATAL BY AGE	
				16-24 YEARS	25-34 YEARS
2019	289	93	32%	23	27
2020	242	73	30%	19	19
2021	337	112	33%	28	33
Total	868	278		70	79

FATAL BY DAY OF THE WEEK							FATALITIES PER HOUR				
MONDAY	TUESDAY	WEDNESDAY	THURSDAY	FRIDAY	SATURDAY	SUNDAY	2:00am a 5:59am	6:00am a 9:59am	10:00am a 5:59pm	6:00pm a 9:59pm	10:00pm a 1:59am
10	11	7	4	10	28	23	21	11	25	10	26
10	5	10	11	16	12	9	6	4	24	19	20
10	9	10	16	20	23	24	21	10	23	23	35
30	25	27	31	46	63	56	48	25	72	52	81

Occupant Protection

On the Island it is mandatory for every person who drives a motor vehicle on public roads, in which a child under eight (8) years of age travels, to ensure that said child is sitting in a child seat that has not expired, that is appropriate for the age of the child. So that drivers are sure of the installation of protective seats, there is a group of certified technicians to carry out the installation and certification work. These technicians include firefighters and employees of community programs.



YEARS	TOTAL FATAL	FATAL 0-8 YEARS	FATAL FOR NON-USE	PERCENT
2019	289	2	2	1%
2020	242	0	0	0%
2021	337	2	2	1%
Total	868	4	4	

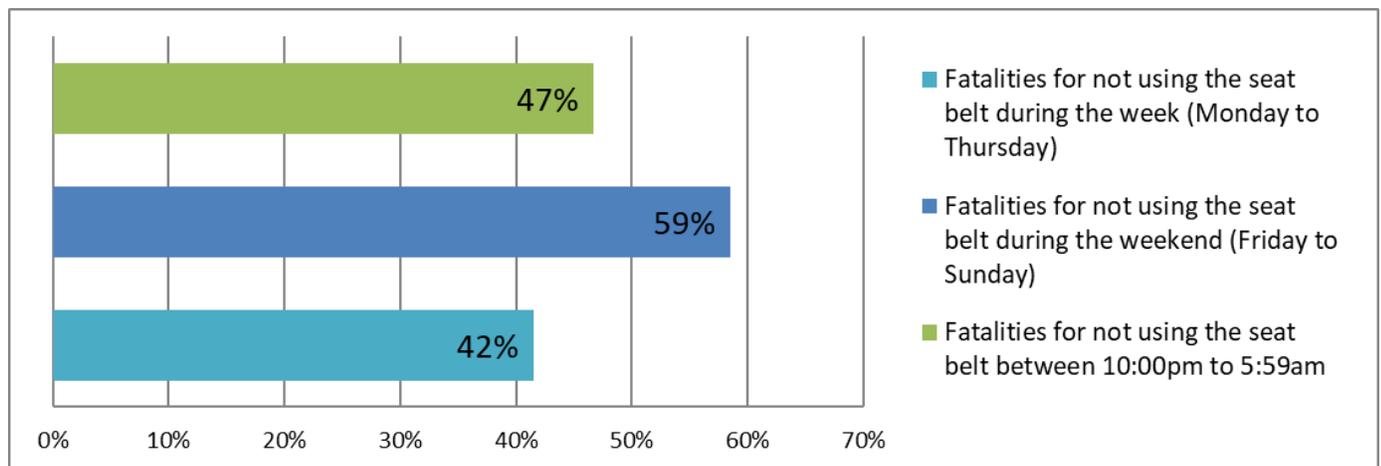
Even with the Law existing, unfortunately, the non-use of the protective seat caused four deceased children to be reported between the years of 2019 and 2021. These deaths were recorded between the hours of 10:00 am to 9:59 pm. Most of the deaths occurred between Friday and Sunday.

In our jurisdiction the use of seat belts in a motor vehicle is mandatory. Failure to comply with the use of seat belts, as established by Law No. 141, constitutes negligence under the modality of non-observance of the law, as established in Article 16 of the Penal Code of Puerto Rico.

Although in Puerto Rico the use of a seat belt is compulsory, statistics show that there is resistance from a sector of the population to use it when traveling on public roads. During the hours of 10:00 am to 9:59 pm, the highest number of fatalities due to not using seat belts were recorded. The number of registered fatalities was 293 between 2019 and 2021.

YEARS	TOTAL FATAL	FATAL FOR NON-USE	PERCENT	FATAL BY AGE	
				16-24 YEARS	25-34 YEARS
2019	289	101	35%	24	24
2020	242	77	32%	17	20
2021	337	115	34%	32	34
Total	868	293		73	78

The group where most deaths were registered is 25 to 34 years old and the second interest group is 16 to 24 years old.



Since 2005, we have been gathering data in Puerto Rico, which has revealed a concerning issue related to the abandonment or leaving a child or unattended passenger in a vehicle after the vehicle motor is deactivated by the operator. Approximately 6 children have tragically lost their lives over the past 20 years due to this

circumstance, and it is evident that even a single fatality is one too many. This situation poses a significant risk to the safety and well-being of the most vulnerable members of our society, our children. The warm and humid climate of the island further exacerbates the danger, as temperatures inside a parked vehicle can rapidly reach extremely high levels. The number of incidents and tragedies related to heat inside cars has increased, emphasizing the urgent need to address this issue with effective preventive measures. Ensuring the safety and protection of our children and unattended passengers must be an absolute priority in Puerto Rico.

Motorcycle Safety

The lack of courtesy on the part of car drivers when sharing the roads with motorcyclists is reflected in the numbers of fatal crashes on the Island's roads. Drivers must take motorcyclists into consideration since they are part of the traffic on the roads.

Intersections are the places on highways where motor vehicle crashes frequently occur. This aspect was reflected with the 153 fatal crashes where motorcyclists lost their lives between the years of 2019 and 2021. Due to the size of the motorbikes, many drivers underestimate the ability to develop speed.

The days where the most fatal crashes were reported were between Friday and Sunday. For several years now, Sunday is the day where motorcyclists tend to meet to go out and mess around the country. This fun is most often accompanied by the intake of alcoholic beverages, which practice is prohibited.

The most vulnerable group of motorcyclists are those between 25 and 34 years of age. Motorcyclists and drivers have the same right to travel on the country's roads.

Distracted Driving

The distractions that drivers face is varied, causing them to lose attention when driving and therefore to the road. The biggest distraction in Puerto Rico is the use of cell phones while driving. Even though in Puerto Rico the use of a cell phone while driving carries a fine of one hundred dollars, the misconduct of using a cell phone persists. The population is mainly drivers between the ages of 21 and 36, since statistics reveal that this demographic is the one that most incurs in this practice. Drivers still do not internalize that this practice can cause death on the roads.

PESET

To eradicate misconduct when using a motor vehicle, education must begin at an early age. On the Island we have an educational park aimed at guiding on road safety issues. It is unique throughout the country and represents a valuable tool to bring the right message to specific groups. Since the theory and then they carry out the practices on safety measures on the roads, in the different roles as drivers, cyclists and pedestrians. From three years to 18 years.

Performance Goals

- Reduce impaired driving fatalities and injuries, the use of designated sober drivers.

- Reduce pedestrian fatalities and injuries.
- Increase driver compliance and knowledge about bicycle and pedestrian rights as motorized road users.
- Increase compliance of Puerto Rico hands-free cell phone law.
- Educated the public about safe occupant protection related behaviors including speeding, motorcycle safety, child safety seat and seat belt safety.

The Communications Office strive to accomplish these goals by creating strategic public awareness campaigns that educated the public on safe driving conduct. The tactics below will help support the following goals:

- Negotiate and place advertising in multiple mediums, such as: broadcast, radio, digital, online, and social media.
- Maximize efforts by securing bonus and added value promotional support and materials from media partners.
- Create strong and effective media relations programs to promote any grassroots outreach efforts, enforcement periods and to obtain media coverage for any campaign launch efforts to increase awareness.
- Create robust social media content calendars to support any launch efforts, ongoing events, enforcement periods and partner initiatives.
- Identify and create sponsorships, as appropriate, to deploy strategic cross promotion in high-profile public entities.
- Venues may include:
 - Sports arenas
 - Fairs and festivals
 - Automotive dealerships
 - Driving Schools
 - Motorcycle Clubs
 - Insurance Companies

Countermeasure Strategy for Programming Funds

These are the countermeasure strategies in the Communications (Media) Program that contributed towards meeting/improving the performance targets:

- * Strategy PM-1: Prevention, Communications, Public Information and Educational Outreach
- * Strategy PM-2: Communication and Outreach (Speeding & Aggressive)
- * Strategy PM-3: Communication and Outreach (Seat Belts and Child Restraints)
- * Strategy PM-4: Communication and Outreach (Distracted Driving)
- * Strategy PM-5: Communication and Outreach (Non-Motorized)
- * Strategy PM-6: Communication and Outreach (Motorcycle Awareness & Safety)
- * Strategy PM-7: Communication and Outreach (PESET)

Strategy		PM-1: Prevention, Communications, Public Information and Educational Outreach (Alcohol ID, Youth ID, Drug-ID)
Problem (link to strategy)		The number of drivers arrested for impaired driving has shown a decline from 2017 to 2021. However, it is concerning to note that drivers between the ages of 25 and 49 who are involved in alcohol-related crashes are disproportionately represented in injury crashes and fatalities. Drivers age 16-24 over represented in alcohol related fatalities & injury crashes Number of fatalities drivers under the influence of drugs impaired driving from 2017 to 2021 are overrepresented.
Countermeasures and justification		CTW 2 & 3 starts citation: Mass Media Campaigns; Designated Drivers
Target (link to strategy)		Reduce alcohol-impaired driving fatalities by 1.5% from 98.6 (2017-2021 RA) to 97.1 (2022-2026 RA) by 2026, with following annual benchmarks 98.1 (2020-2024 RA) by 2024 and 97.6 (2021-2025 RA) by 2025. Reduce youth alcohol impaired driving fatalities by 1.5% from 18.8 (2016-2020 RA) to 17.9 (2022-2026 RA) by 2026, with following annual benchmarks: 18.5 (2020-2024 RA) by 2024 and 18.2 (2021-2025 RA) by 2025.
Estimated 3-year funding allocation		\$7,799,000; BIL 405(d), 154, 164
Strategy to project considerations		<ul style="list-style-type: none"> ▪ Sociodemographic data ▪ Affected communities ▪ Locations: Affected high-risk regions and municipalities ▪ Highway Safety Program Guideline No. 8: Impaired Driving <ul style="list-style-type: none"> ↳ Chapter IV. Communication Program: <ul style="list-style-type: none"> ○ Develop and implement a year-round communication plan that includes policy and program priorities; comprehensive research; behavioral and communications objectives; core message platforms; campaigns that are audience-relevant and linguistically appropriate; key alliances with private and public partners; specific activities for advertising, media relations, and public affairs; special emphasis periods during high-risk times; and evaluation and survey tools. ▪ 23 U.S. Code § 402 - Highway safety programs (2) Uniform Guidelines (A) (iii) to reduce injuries and deaths resulting from persons driving motor vehicles while impaired by alcohol or a controlled substance.

Strategy		PM-2: Communication and Outreach (Speeding & Aggressive)
Problem (link to strategy)		Number of tickets issued for traffic violations has declined in the Municipal Police and in the State Police has increase; number of speeding-related fatalities has increased in all Puerto Rico.
Countermeasures and justification		CTW 3 starts citation: Communication and Outreach Supporting Enforcement

Target (link to strategy)	Reduce speeding-related fatalities by 1.5% from 87.4 (2017-2021 RA) to 86.1 (2022-2026 RA) by 2026, with following annual benchmarks 87.0 (2020-2024 RA) by 2024 and 86.5 (2021-2025 RA) by 2025.
Estimated 3-year funding allocation	\$1,400,000; BIL 402
Strategy to project considerations	<ul style="list-style-type: none"> ▪ Sociodemographic data ▪ Affected communities ▪ Locations: Affected high-risk regions and municipalities ▪ Highway Safety Program Guideline No. 19: Speed Management <ul style="list-style-type: none"> ↳ Chapter IV. Communication Program: <ul style="list-style-type: none"> ○ Develop and evaluate culturally relevant public awareness campaigns to educate drivers on the importance of obeying speed limits and the potential consequences of speeding. ○ Develop a strategy to educate the public about why and how speed limits are set. ▪ 23 U.S. Code § 402 - Highway safety programs (2) Uniform Guidelines (A) (i) to reduce injuries and deaths resulting from motor vehicles being driven in excess of posted speed limits.

Strategy	PM-3: Communication and Outreach (Seat Belts and Child Restraints)
Problem (link to strategy)	Occupants involved in crashes where alcohol or speed was a factor were found to have a lower likelihood of wearing seat belts. Vehicle occupants who are fatally injured in nighttime crashes have a higher probability of being unrestrained compared to those involved in fatal daytime crashes (64% at night and 36% during the day for the years 2019-2021).
Countermeasures and justification	CTW 3 to 5 starts citation: Supporting Enforcement; Strategies for Low-Belt-Use Groups; Strategies for Older Children; Strategies for Child Restraint and Booster Seat Use According to §1300.13(d): Use of grant funds for unattended passengers program. The State must use a portion of grant funds received under Section 402 to carry out a program to educate the public regarding the risks of leaving a child or unattended passenger in a vehicle after the vehicle motor is deactivated by the operator.
Target (link to strategy)	Reduce unrestrained passenger vehicle occupant fatalities, all seat positions by 1.5% from 96.8 (2018-2022 RA) to 95.3 (2022-2026 RA) by 2026, with following annual benchmarks 96.3 (2020-2024 RA) by 2024 and 95.8 (2021-2025 RA) by 2025. Increase observed seat belt use for passenger vehicles, front seat outboard occupants by .70% from a current safety level of 91.80% by 92.50% by December 31, 2026.
Estimated 3-year funding allocation	\$2,286,000; BIL 402, 405(b) \$240,000; BIL 402 - Use of grant funds for unattended passengers program.
Strategy to project considerations	<ul style="list-style-type: none"> ▪ Sociodemographic data ▪ Affected communities

- Locations: Affected high-risk regions and municipalities
- Highway Safety Program Guideline No. 20: **Occupant Protection**
 - ↳ Chapter IV. Communication Program:
 - Identify specific audiences (e.g., low-belt-use, high-risk motorists) and develop messages appropriate for these audiences.
 - Address the enforcement of the State's seat belt and child passenger safety laws; the safety benefits of regular, correct seat belt (both manual and automatic) and child safety seat use; and the additional protection provided by air bags.
 - Capitalize on special events, such as nationally recognized safety and injury prevention weeks and local enforcement campaigns.
- 23 U.S. Code § 402 - Highway safety programs (2) Uniform Guidelines (A) (ii) to encourage the proper use of occupant protection devices (including the use of safety belts and child restraint systems) by occupants of motor vehicles.

Strategy	PM-4: Communication and Outreach (Distracted Driving)
Problem (link to strategy)	In 2022, a staggering number of approximately 54,429 citations were issued to drivers caught using their cell phones while operating a vehicle.
Countermeasures and justification	Public awareness campaigns and other educational efforts targeting distracted drivers will promote safe behaviors, resulting in a decrease in injuries and fatalities for both themselves and other road users. Education, communication, and community outreach are recommended practices that have been shown to be successful in improving road safety. By being aware of the dangers of distracted driving, drivers can take proactive measures to prevent crashes and protect those who share the roadways. CTW 1 starts citation: Communications and Outreach on Distracted Driving
Target (link to strategy)	Reduce of people that reported making cell phone calls while driving by .90 percentage points from 38.90 percent in 2022 to 38.00 percent by December 31, 2026, with annual benchmarks of 38.60% by 2024 and 38.30% by 2025.
Estimated 3-year funding allocation	\$567,000.00; BIL 402
Strategy to project considerations	<ul style="list-style-type: none"> ▪ Sociodemographic data ▪ Affected communities ▪ Locations: Affected high-risk regions and municipalities ▪ 23 U.S. Code § 402 - Highway safety programs (2) Uniform Guidelines (A) (vi) to reduce accidents resulting from unsafe driving behavior (including aggressive or fatigued driving and distracted driving arising from the use of electronic devices in vehicles)



Strategy		PM-5: Communication and Outreach (Non-Motorized)
Problem (link to strategy)		Drivers do not respect the traffic law aimed at pedestrians and cyclists, including the respect for pedestrian crossings. In the year 2022, approximately 4,218 fines were issued to drivers who violated pedestrian crossing regulations. Pedestrians accounted for 29.4% of PR total fatalities in 2019-2021.
Countermeasures and justification		Public awareness campaigns and other educational efforts to promote safe behaviors on the part of motorists and non-motorized highway users are expected to lead to reductions in injuries and fatalities among these vulnerable populations. Education, communication and outreach are best practices that have proven to be successful in improving the safety of pedestrians, bicyclists and other non-motorists. CTW 2 starts citation: Impaired Pedestrians: Communications and Outreach; Communications and Outreach Addressing Impaired Pedestrians; Share the Road Awareness Bicyclists Programs - effectiveness not evaluated. The objectives are to increase motorists' awareness of pedestrians and cyclists and to promote safe sharing of the road. It is expected that education and outreach to non-motorized road users will have an impact on the performance objectives of reducing pedestrian and cyclist deaths and injuries."
Target (link to strategy)		Reduce pedestrian fatalities by 1.5% from 93.8 (2017-2021 RA) to 92.4 (2022-2026 RA) by 2026, with following annual benchmarks 93.3 (2020-2024 RA) by 2024 and 92.9 (2021-2025 RA) by 2025. Reduce bicyclist fatalities by 5% from 9.8 (2017-2021 RA) to 9.3 (2022-2026 RA) by 2026, with following annual benchmarks 9.6 (2020-2024 RA) by 2024 and 9.5 (2021-2025 RA) by 2025.
Estimated 3-year funding allocation		\$2,046,000; BIL 402, 405(h)
Strategy to project considerations		<ul style="list-style-type: none"> ▪ Sociodemographic data ▪ Affected communities ▪ Locations: Affected high-risk regions and municipalities ▪ Highway Safety Program Guideline No. 14: Pedestrian and Bicycle Safety <ul style="list-style-type: none"> ↳ Chapter IV. Communication Program: <ul style="list-style-type: none"> ○ Law enforcement initiatives ○ Proper street-crossing behavior ○ Safe practices near school buses, including loading and unloading practices ○ The nature and extent of traffic-related pedestrian and bicycle fatalities and injuries ○ Driver training regarding pedestrian and bicycle safety ○ Rules of the road ○ Proper selection, use, fit, and maintenance of bicycles and bicycle helmets ○ Skills training of bicyclists ○ Sharing the road safely among motorists and bicyclists ▪ 23 U.S. Code § 402 - Highway safety programs (2) Uniform Guidelines (C) improve pedestrian performance and bicycle safety.

Strategy	PM-6: Communication and Outreach (Motorcycle Awareness & Safety)
Problem (link to strategy)	<p>Safe motorcycle operation requires specialized training by qualified instructors. Motorcyclist fatalities accounted for 17% of PR total fatalities for the years 2019-2021.</p> <p>Unhelmeted motorcycle fatalities accounted for 57% of total motorcycle fatalities in Puerto Rico for the years 2019-2021.</p>
Countermeasures and justification	<p>It is expected that public awareness campaigns and other educational efforts focused on motorcycle safety will promote safe behaviors, leading to a reduction in injuries and fatalities for both motorcyclists themselves and other road users. Education, communication, and community engagement are recommended practices that have been shown to be successful in improving road safety. By being aware of the dangers of not using appropriate protective gear, motorcyclists can take proactive measures to prevent crashes and protect those who share the roadways.</p> <p>CTW 1 starts citation: Communications and Outreach: Conspicuity and Protective Clothing; Motorist Awareness of Motorcyclists; Alcohol-Impaired Motorcyclists – effectiveness not evaluated. Goals are to raise motorists' awareness of motorcycle safety and to help motorists share the road safely with motorcycles. Education and outreach to motorcyclists are expected to have an impact on motorcyclist fatality and injury performance targets.</p>
Target (link to strategy)	Reduce motorcyclist fatalities by 1.5% from 49.2 (2018-2022 RA) to 48.5 (2022-2026 RA) by 2026, with following annual benchmarks 49.0 (2020-2024 RA) by 2024 and 48.7 (2021-2025 RA) by 2025.
Estimated 3-year funding allocation	\$739,000; BIL 402, 405(f)
Strategy to project considerations	<ul style="list-style-type: none"> ▪ Sociodemographic data ▪ Affected communities ▪ Locations: Affected high-risk regions and municipalities ▪ Highway Safety Program Guideline No. 3: Motorcycle Safety <ul style="list-style-type: none"> ↳ Chapter X. Communication Program: States should develop and implement communications strategies directed at specific high-risk populations as identified by data. Communications should highlight and support specific policy and progress underway in the States and communities and communication programs and materials should be culturally relevant, multilingual as necessary, and appropriate to the audience. States should enlist the support of a variety of media, including mass media, to improve public awareness of motorcycle crash problems and programs directed at preventing them. States should: <ul style="list-style-type: none"> ○ Focus their communication efforts to support the overall policy and program; ○ Review data to identify populations at risk; and ○ Use a mix of media strategies to draw attention to the problem. ▪ 23 U.S. Code § 402 - Highway safety programs (2) Uniform Guidelines (A) (iv) to prevent accidents and reduce injuries and deaths resulting from accidents involving motor vehicles and motorcycles;



Strategy	PM-7: Communication and Outreach (PESET)	
Problem (link to strategy)	Currently the problem facing the educational park is the low participation of children and adolescents. The best season for visits to the park is in summer for the camps that make tours to the PESET facilities.	
Countermeasures and justification	CTW 3 starts citation: Communications and Outreach	
Target (link to strategy)	Increase by 58% the number of participants in PESET from 3,201 moving average during 2019-2021 to 5,057 moving average during 2024 to 2026.	
Estimated 3-year funding allocation	\$518,000; BIL 402	
Strategy to project considerations	<ul style="list-style-type: none"> ▪ Create a public relations campaign where a sponsor is achieved for each representative structure of the city that exists in the park. Thus, it will be possible to integrate the private sector and we will be able to combine the park's promotions with each organization and reach a larger population. A marketing plan will also be worked on to integrate four transportation companies and thus be able to increase the visits of public school students during the weekdays. 	

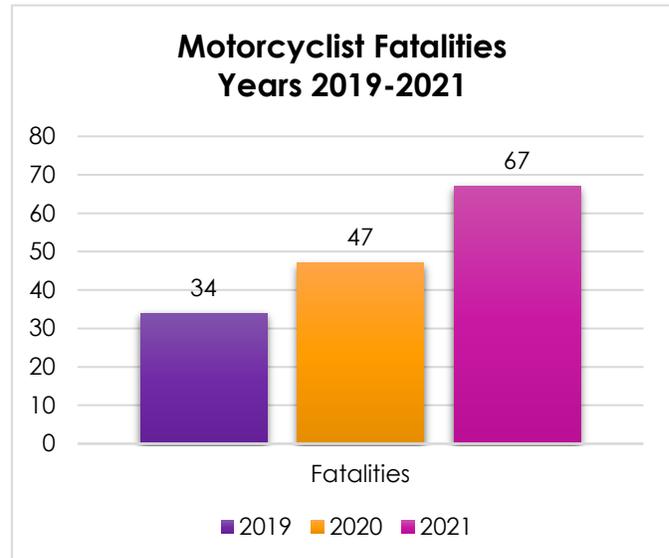
Program Area: Motorcycle Safety

Description of Highway Safety Problems

During the three-year period of 2019-2021, Puerto Rico reported a total of 151 motorcyclist fatalities. In 2019, a total of 34 motorcyclist fatalities were reported, while 2020 reported 47; that reflects an increase of 28% between 2019 and 2020 period.

However, the data show that for 2020 there was an increase of 13 fatalities or 28% compared to 2019 and the data for 2021 shows 67 motorcyclist fatalities with an increase of 20 fatalities or 30%.

Act 107-2007 is a great tool, but a more restrictive approach towards law enforcement is indispensable if a reduction of motorcycle fatalities is wanted. Also, a more aggressive and vigorous safety educational message is needed, including more aggressive motorcyclist training.



Total number of motorcycle registrations per Federal Highway Administration (FHWA) are 179,721 up to 2019, the latest data up to 2022 from the DMV and DISCO shows that motorcycles registrations in Puerto Rico are up to 199,854 out of those 172,732 are active motorcycles. The number of endorsements offer by the DMV since 2008 up to today is 28,981. This reflects that only 17% of the total motorcyclists are riding with the endorsement and 85% or 143,841 of the motorcycle riders are still riding without endorsements. The endorsements offer by the DMV annually are not many, between 2021 and 2022 DMV offer 1,264 endorsements. For the year 2019 DISCO offer 799 endorsements, for the year 2020 there were 475 and for the year 2021, endorsement when up to 1,036, those endorsement of motorcyclist fatalities from the three-year period 2019-2021 shows that only 10 out of 151 had the endorsement at the time of the fatality, that means that 92% of motorcyclist were riding without the endorsement.

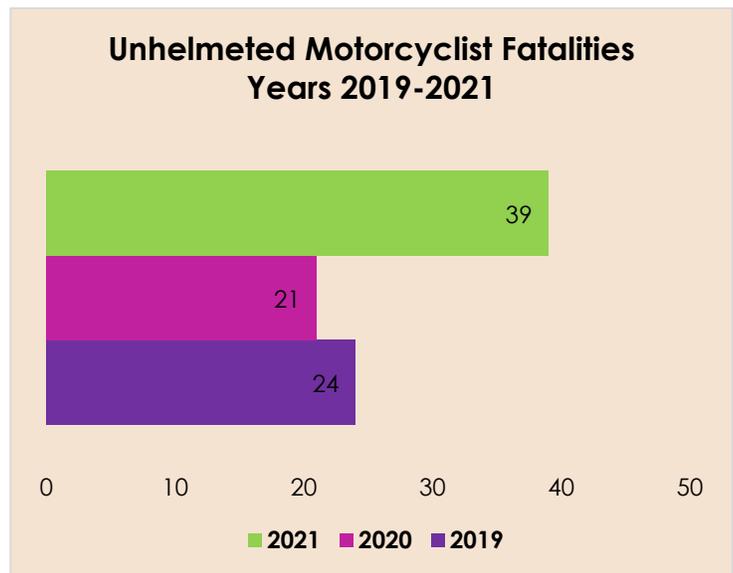
When analyzing data from Federal Highway for the years 2015 to 2019 data shows the registrations are the same for all those years (115,865) that is been corrected, but when we look data from DTPW/DISCO shows the registrations for all the years of (199,854). PRISC has been asked to update the registration data and has been done. Federal Highway Administration registrations are 179,721 up to 2019.

The increase in motorcyclist fatalities for 2021 is 30% compared to 2020, this is due to several factors. In Puerto Rico for the year 2020 and 2021, citizens have received

economic aid to the earthquakes and the COVID-19 pandemic. Unfortunately, there are those who have used economic aid to purchase a motorcycle without having the knowledge to drive responsibly and without using the correct protective equipment. This has led to an increase in motorcyclist fatalities. The lack of knowledge of motorcyclists about the motorcycle endorsement they should have, and the irresponsibility of motorcyclists has caused us to double the number of motorcyclist fatalities. Also contributing to these factors are the lack of education and the safe use of a motorcycle, speeding, impaired riding, and lack of helmet use or proper helmet (DOT).

When analyzing motorcyclist fatalities and injury crashes profile characteristics for the three-year period, 2019-2021:

- * 100% of motorcyclist fatalities were men.
- * 85% of motorcyclist fatalities were among the 20-49 years age group.
- * 59% of motorcyclist fatalities occurred on weekend days, while 42% occurred between Mondays through Thursdays.
- * 72% of motorcyclist fatalities occurred between 6:00 pm-5:59 am, followed by hours between 6:00 am-5:59 pm, with 28%.
- * 24% of alcohol-impaired motorcyclist fatalities were unhelmeted.
- * 44% of the total motorcyclist fatalities were .02% or higher.
- * 38% of motorcycle involved fatal and injury crashes occur on primary roads.
- * 27% of motorcycle involved fatal and injury crashes occur on secondary roads.
- * 18% of motorcycle involved fatal and injury crashes occur on tertiary roads.



The first 10 municipalities, which collectively accounted for 39.7% of the fatal and injury crashes involving motorcycles between the years 2019-2021, were: San Juan, Bayamón, Carolina, Caguas, Toa Baja, Arecibo, Ponce, Toa Alta, Mayagüez, and Aguadilla. When comparing the proportions of these crashes to the proportions of motorcycle registrations in Puerto Rico in each of these municipalities, it is observed that ten municipalities exhibited an overrepresentation. However, it is noteworthy that among the first 10 municipalities with fatalities and injury crashes, there is a total of 41.47% of registered



motorcycles. Overall, the 10 municipalities with the highest number of crashes (39.7%) represent 41% of motorcycle registrations in Puerto Rico.

Puerto Rico Fatalities and Crashes Involving a Motorcycle Data by Municipalities				
	Fatalities and Crashes Involving a Motorcycle 2019-2021		MC Registrations Active 2021	
TOTAL	4,710		165,734	
Municipalities	#	%	#	%
San Juan	608	12.9%	20,640	12.45%
Bayamón	303	6.43%	9,811	5.92%
Carolina	170	3.6%	7,737	4.67%
Caguas	144	3.1%	6,252	3.77%
Toa Baja	144	3.1%	4,701	2.84%
Arecibo	115	2.4%	4,324	2.61%
Ponce	107	2.3%	5,817	3.51%
Toa Alta	100	2.1%	3,404	2.05%
Mayagüez	95	2.0%	3,758	2.27%
Aguadilla	85	1.8%	2,220	1.34%

Countermeasure Strategy for Programming Funds

These are the countermeasure strategies in the Motorcycle Safety Program that contributed towards meeting/improving the performance targets:

- * Strategy MC-1: Motorcycle Rider Training and Education
- * Strategy MC-2: Highway Safety Office Program Management (MC)

Strategy	MC-1: Motorcycle Rider Training and Education
Problem (link to strategy)	Safe motorcycle operation requires specialized training by qualified instructors. Motorcyclist fatalities accounted for 17% of PR total fatalities for the years 2019-2021. Unhelmeted motorcycle fatalities accounted for 57% of total motorcycle fatalities in Puerto Rico for the years 2019-2021.
Countermeasures and justification	CTW 1 and 2 starts citation: Motorcycle Rider Licensing and Training Although this countermeasure is widely used, the effectiveness of current licenses and tests in terms of their impact on crashes and safety has not been evaluated. However, the objective is to enhance motorcycle safety by strengthening skills and promoting road safety.
Target (link to strategy)	Reduce motorcyclist fatalities by 1.5% from 49.2 (2018-2022 RA) to 48.5 (2022-2026 RA) by 2026, with following annual benchmarks 49.0 (2020-2024 RA) by 2024 and 48.7 (2021-2025 RA) by 2025.

Estimated 3-year funding allocation	\$250,000; BIL 402
Strategy to project considerations	<ul style="list-style-type: none"> ▪ Sociodemographic data ▪ Partnership with motorcycle club and National leaders in motorcycle safety and education. ▪ Locations: Affected high-risk regions and municipalities ▪ Highway Safety Program Guideline No.3: Motorcycle Safety <ul style="list-style-type: none"> ↳ Chapter IV. Motorcycle Rider Education and Training: <ul style="list-style-type: none"> ○ Reasonable availability of rider education courses for all interested residents of legal riding age and varying levels of riding experience. ○ A documented policy for instructor training and certification. ○ A plan to address the backlog of training, if applicable. ○ State guidelines for conduct and quality control of the program; and ○ A program evaluation plan ▪ 23 U.S. Code § 402 - Highway safety programs (2) Uniform Guidelines (A) (iv) to prevent accidents and reduce injuries and deaths resulting from accidents involving motor vehicles and motorcycles.

Strategy	MC 2: Highway Safety Office Program Management (MC)
Problem (link to strategy)	Ensure that the designated motorcycle coordinator effectively coordinates and manages tasks, providing leadership, training, and technical assistance to both other state agencies and local programs and projects related to motorcycle safety.
Countermeasures and justification	Establish a motorcycle coordinator role that will provide the focus, expertise, and necessary coordination to enhance motorcycle safety through targeted campaigns, training, data analysis, and collaborative partnerships. This proactive approach will contribute to the reduction of injuries and fatalities in our state, making our roads safer for all motorcyclists.
Target (link to strategy)	Provide statewide coordination and administration of all motorcycle safety-related activities and strategies.
Estimated 3-year funding allocation	\$110,000; BIL 402
Strategy to project considerations	<ul style="list-style-type: none"> ▪ Funding the coordination and administration of motorcycle safety-related activities and strategies. ▪ Highway Safety Program Guideline No.3: Motorcycle Safety <ul style="list-style-type: none"> ↳ Chapter I. Program Management: <ul style="list-style-type: none"> ○ Designate a lead agency for motorcycle safety. ○ Identify and prioritize the State's motorcycle safety problem areas. ○ Encourage collaboration among agencies and organizations responsible for, or impacted by, motorcycle safety issues. ○ Develop programs (with specific projects) to address problems. ○ Coordinate motorcycle safety projects with those for the general motoring public. ○ Integrate motorcycle safety into State strategic highway safety plans and other related highway safety activities including impaired driving, occupant protection, speed management, and driver licensing programs. ○ Routinely evaluate motorcycle safety programs and services



- 23 U.S. Code § 402 - Highway safety programs (2) Uniform Guidelines (A) (iv) to prevent accidents and reduce injuries and deaths resulting from accidents involving motor vehicles and motorcycles.

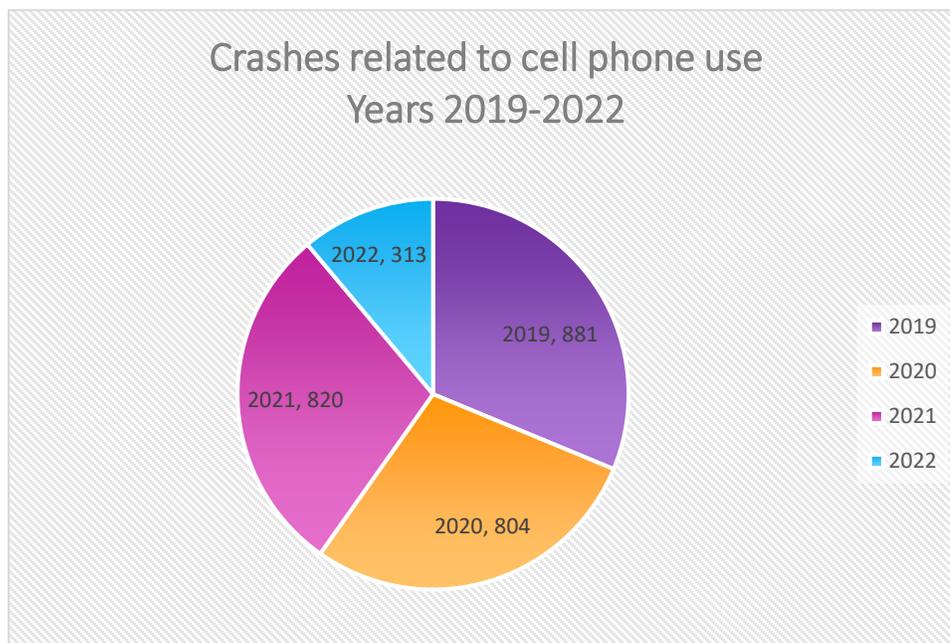


Program Area: Distracted Driving

Description of Highway Safety Problems

Distracted driving involves any activity whereby or in which the driver's eyes, hands, or attention are diverted from the task of driving. The National Highway Traffic Safety Administration (NHTSA) defines distracted driving as any activity that diverts the vehicle operator's attention from driving (NHTSA, 2022a). The three forms of distraction—manual, visual and cognitive—are often overlapping, interrelated and involve a wide range of activities in addition to wireless device use. However, much of the focus is on the risks of using cell phones and other wireless devices behind the wheel (AAA, 2021).

For the years 2019-2022 (see graph below) the Puerto Rico Police Department reported a total of 2,818 crashes where cell phone use was related to the crash. The year 2019 reported 881 crashes due to cell phone use while driving, followed by 2021 with 820 crashes and 2020 with 804 crashes. According to data from "PR Road Safety Observatory, as of today, we have 268 reported crashes due to cell phone use while driving. The data on crashes due to distracted driving or cell phone use, as reported by the Puerto Rico Police Department, is difficult to compile, since drivers tend not to say that they were using their cell phones. However, we recognize that cell phone use while driving is a big problem in Puerto Rico.



It is important to continue efforts toward combating distracted driving, texting, and talking through hand-held phones. Steps have been taken to reduce the behavior, but much is still to be done. Awareness is the main key to future success, but we must take into consideration that cell phone use has had such a predominant presence in the past 15 years. According to data published by the Puerto Rico Telecommunications Bureau,

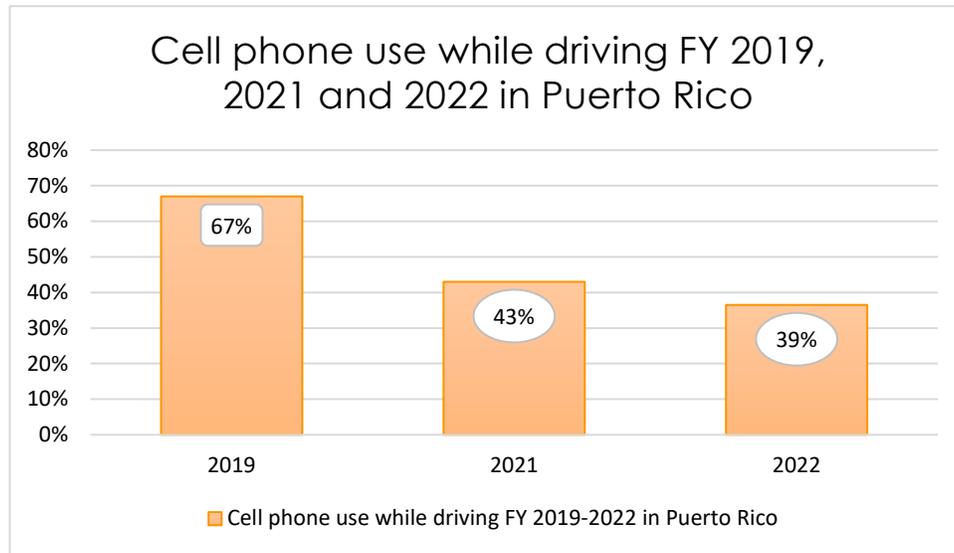


in March 2023, there were 3,883,450 cellular service subscribers. This data indicates that in Puerto Rico, we have more registered cell phones than the population.

Distracted driving is performing any activity that shifts the driver's attention while driving a motor vehicle. All the distractions pose a danger for drivers, passengers and the safety of pedestrians and cyclists. According to the Road Safety, Distracted Driving and Cell Phone Usage Study 2022 consigned by the PRTSC, the list of distractions includes the following:

- * Making calls with cellphone
- * Answering cellphone calls
- * Sending text messages
- * Reading text messages.
- * Navigate the internet
- * Access to "e-mails"
- * Change radio station / handle music equipment
- * Search for objects within the car
- * Watch videos or movies
- * Talk to passengers
- * Eating or drinking
- * Putting on makeup or shaving looking at the mirror
- * Tending to children on the back seat

The percentage of cell phone use, according to the Puerto Rico study "Road Safety, Distracted Driving and Cell Phone Usage" for the fiscal years 2019, 2021 and 2022.



**The study "Road Safety, Distracted Driving and Cell Phone Usage 2020", due to the pandemic, it was not possible to carry out

On January 1, 2013, Law 201 took effect in Puerto Rico; this law, Act 22-2000 Chapter 10 Article 10.25, prohibits the use of cell phones when driving, with the purpose of intervening with distracted drivers. Out of every ten Puerto Ricans, eight make use of the cell phone in some way while driving, and a much-elevated number of drivers habitually text while driving. From there, an average of 200,000 crashes the occur annually on the island have in distractive driving (majorly cell phone use), one of three principal causes of crashes, together with speed and impaired driving. Of these crashes, many minor damages are caused by cell phone use, either by talking on the cell, sending, or reading text messages and navigating social networks.

If it is clearly difficult to determine the effects of cell phone use on the risk of a crash, there are investigations that indicate that these drivers confront four times more risks of being involved in a traffic crash, both with the use or no use of hand-free devices. Yet more impacting is the fact that when using a cell phone, even with the hands-free device, for one and a half minutes, the driver does not perceive 40% of traffic signals and delays his/her reaction time in case of an emergency.

The PRSC efforts are concentrated on the delivery of an educational message through all programs, including Distracted Driving. Cell phone presence in Puerto Rico has been increasing exponentially. Studies indicate 9 out of 10 participants (88.3%) think they are at risk when they use their cell phones while driving. Also, it is estimated that a driver generates a little more than seven out of ten (76.1%) use it to make or receive calls while driving "very often" or "sometimes." The remaining 23.9% use it "almost never" or "never" for those purposes. Text messages also require manual and visual efforts; therefore, the driver's cognitive attention is highly affected, placing himself in an imminent danger situation. The Road Safety, Distracted Driving and Cell Phone Usage Study 2022 reveals the following information:

- * 98.6% of the participants indicated own a cellular phone.
- * 38.9% use it while driving.
- * 39.6% use it "always" or "almost always".
- * 23.9% use it "almost never" or "never".
- * 96.2% reported that driving and talking on a cell phone without a hands-free device Puerto Rico is illegal.
- * 92.7% have a "hands-free" device.
- * 96.2% indicated that driving and texting is illegal.

(Bluetooth installed in the car or separated is the most popular device among the participants (66.3%), the second most used device for this purpose is "Bluetooth and hearbuds (without cables)", indicated by 20.2% of participants "Headphones with a cable" mentioned by 6.2% of the sample).

Other studies conducted by companies and organizations indicate:

- * 81.6% of the population is active in social networks.
- * 48.1% of the population is active in social networks and are over 13 years old.
- * 99.3% of Internet users access social networks using their mobile devices.

Countermeasure Strategy for Programming Funds

These are the countermeasure strategies in the Distracted Driving Program that contributed towards meeting/improving the performance targets:

- * Strategy DD-1: DD-1: High Visibility Distracted Driving Law Enforcement
- * Strategy DD-2: Highway Safety Office Program Management (DD)

Strategy	DD-1: High Visibility Distracted Driving Law Enforcement
Problem (link to strategy)	In 2022, a staggering number of approximately 54,429 citations were issued to drivers caught using their cell phones while operating a vehicle.
Countermeasures and justification	CTW 4 starts citation: High-Visibility Cell Phone and Text Messaging Enforcement
Target (link to strategy)	Reduce of people that reported making cell phone calls while driving by .90 percentage points from 38.90 percent in 2022 to 38.00 percent by December 31, 2026, with annual benchmarks of 38.60% by 2024 and 38.30% by 2025.
Estimated 3-year funding allocation	\$600,000; BIL 402
Strategy to project considerations	<ul style="list-style-type: none"> ■ Participation in pedestrian enforcement program ■ Sociodemographic data ■ Affected communities ■ Locations: Affected high-risk regions and municipalities ■ 23 U.S. Code § 402 - Highway safety programs (2) Uniform Guidelines (A) (vii) to improve law enforcement services in motor vehicle accident prevention, traffic supervision, and post-accident procedures; (F)(i) national law enforcement mobilizations and high-visibility law enforcement mobilizations coordinated by the Secretary.



Strategy	DD 2: Highway Safety Office Program Management (DD)	
Problem (link to strategy)	Ensure that the designated distracted driving coordinator effectively coordinates and manages tasks, providing leadership, training, and technical assistance to both other state agencies and local programs and projects related to distracted driving.	
Countermeasures and justification	Establishing a distracted driving role will provide the necessary focus, expertise, and coordination to enhance safety through targeted campaigns, training, data analysis, and collaborative partnerships. This proactive approach will contribute to the reduction of injuries and fatalities in our state, making our roads safer for all.	
Target (link to strategy)	Provide statewide coordination and administration of all distracted driving-related activities and strategies.	
Estimated 3-year funding allocation	\$240,000; BIL 402	
Strategy to project considerations	<ul style="list-style-type: none"> ▪ Funding the coordination and administration of distracted driving-related activities and strategies. ▪ 23 CFR 1300.4 State highway safety agency—authority and functions. ▪ 23 U.S. Code § 402 - Highway safety programs (2) Uniform Guidelines (A) (vi) to reduce accidents resulting from unsafe driving behavior (including aggressive or fatigued driving and distracted driving arising from the use of electronic devices in vehicles. 	

PERFORMANCE MEASURE REPORT CHART - FY 2024 – FY 2026 Triennial Highway Safety Plan

Performance Measure:	FFY 2023 HSP				
	Target Period	Target Year(s)	Target Value FY23 HSP	Data Source*/FY23 Progress Results	On Track to Meet Target FY23 YES/NO/In-Progress (Must be Accompanied by Narrative**)
C-1) Total Traffic Fatalities	5 year	2019-2023	284.8	143	In-Progress
C-2) Serious Injuries in Traffic Crashes	5 year	2019-2023	554.6	214	In-Progress
C-3) Fatalities/VMT	5 year	2019-2023	1.968		In-Progress
C-4) Unrestrained Passenger Vehicle Occupant Fatalities, All Seat Positions	5 year	2019-2023	83.8	51	In-Progress
C-5) Alcohol-Impaired Driving Fatalities	5 year	2019-2023	92.5	23	In-Progress
C-6) Speeding-Related Fatalities	5 year	2019-2023	83.6	40	In-Progress
C-7) Motorcyclist Fatalities	5 year	2019-2023	39.8	32	NO
C-8) Unhelmeted Motorcyclist Fatalities	5 year	2019-2023	24.6	12	In-Progress
C-9) Drivers Age 20 or Younger Involved in Fatal Crashes	5 year	2019-2023	25.4	8	In-Progress
C-10) Pedestrian Fatalities	5 year	2019-2023	91.3	46	In-Progress
C-11) Bicyclist Fatalities	5 year	2019-2023	9	6	NO
C-12) Youth-Impaired driving fatalities	5 year	2019-2023	17.8	6	In-Progress

Performance Measure:	FFY 2023 HSP				
	Target Period	Target Year(s)	Target Value FY23 HSP	Data Source*/FY23 Progress Results	On Track to Meet Target YES/NO/In-Progress (Must be Accompanied by Narrative**)
C-13) Drug-Impaired driving screening test conducted	Annual	2023	100	0	NO
B-1) Observed Seat Belt Use for Passenger Vehicles, Front Seat Outboard Occupants (State Survey)	Annual	2023	88.50	NHTSA Certified State Survey XXXXX	In-Progress
B-2) People that reported making cell phone calls while driving. (State Survey)	Annual	2023	43.00		In-Progress
B-3) Crash records with no missing critical data elements (Crash, Fatal and Non-Motorist) in the CARE database.	Annual	2023	91.00		In-Progress
B-4) Validation criminal records of impaired driver in the PR-CJIS/RCI database.	Annual	2023	50.00		In-Progress

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

Progress: **In progress**

Program-Area-Level Report

Maintain total traffic fatalities to 284.8 by 2023. – *If the trend of total fatalities continues, we anticipate reaching the target of 284.8 set for 2019-2023.*

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

Progress: **In progress**

Program-Area-Level Report

Maintain serious injuries in traffic crashes to 554.6 by 2023. – ***If the trend of serious injuries in traffic crashes continues, we anticipate reaching the target of 554.6 set for 2019-2023.***

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

Progress: **In progress**

Program-Area-Level Report

Maintain fatalities/100 MVMT to 1.968 by 2023. - ***Puerto Rico expects to achieve the target by the end of 2023.***

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

Progress: **In Progress**

Program-Area-Level Report

Reduce unrestrained passenger vehicle occupant fatalities, all seat positions 1 percent from 84.6 (2016-2020 rolling average) to 83.8 (2019–2023 rolling average) by 2023. – ***If the trend of unrestrained passenger vehicle occupant fatalities, all seat positions continue, there is a significant likelihood that we will not reach the target of 83.8 set for 2019-2023.***

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

Progress: **In progress**

Program-Area-Level Report

Reduce alcohol-impaired driving fatalities 3 percent from 95.4 (2016-2020 rolling average) to 92.5 (2019-2023 rolling average) by 2023. – ***If the trend of alcohol-impaired driving fatalities continues, we anticipate reaching the target of 92.5 set for 2019-2023.***

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

Progress: **In progress**

Program-Area-Level Report

Reduce speeding-related fatalities by 1 percent from 84.4 (2016-2020 rolling average) to 83.6 (2019-2023 rolling average) by 2023. - ***If the trend of speeding-related fatalities continues, we anticipate reaching the target of 83.6 set for 2019-2023.***

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

Progress: **No**

Program-Area-Level Report

Reduce motorcyclist fatalities by 1 percent from 40.2 (2016-2020 rolling average) to 39.8 (2019-2023 rolling average) by 2023. - ***If the trend of motorcyclist fatalities continues, there is a significant likelihood that we will not reach the target of 39.8 set for 2019-2023***

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

Progress: **In progress**

Program-Area-Level Report

Reduce unhelmeted, motorcyclist fatalities 1 percent from 24.8 (2016-2020 rolling average) to 24.6 (2019-2023 rolling average) by 2023. - ***If the trend of unhelmeted motorcyclist fatalities continues, we anticipate reaching the target 24.6 set for 2019-2023.***

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

Progress: **In progress**

Program-Area-Level Report

Reduce drivers age 20 and younger involved in fatal crashes by **3.6 percent** from **26.4** (2016-2020 rolling average) to **25.4** (2019 - 2023 rolling average) by 2023. - ***If the trend of drivers age 20 or younger involved in fatal crashes continues, we anticipate reaching the target 24.5 set for 2019-2023***

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

Progress: **In progress**

Program-Area-Level Report

Reduce pedestrian fatalities by 2 percent from 93.2 (2016-2020 rolling average) to 91.3 (2019-2023 rolling average) by 2023. ***If the trend of pedestrian fatalities continues, we anticipate reaching the target 91.3 set for 2019-2023***

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

Progress: **No**

Program-Area-Level Report

Reduce bicyclist fatalities 2 percent from 9.2 (2016-2020 rolling average) to 9.0 (2019 – 2023 rolling average) by 2023. - ***If the trend bicyclist fatalities continue, there is a significant likelihood that we will not reach the target of 9.0 set for 2019-2023***

Performance Measure: C-12) Number of youth impaired driving fatalities

Progress: **In Progress**

Program-Area-Level Report

Reduce youth alcohol impaired driving fatalities by **5 percent** from **18.8** (2016-2020 rolling average) to **17.8** (2019-2023 rolling average) by 2023. - ***If the trend of youth-alcohol impaired driving fatalities continues, we anticipate reaching the target 17.8 set for 2019-2023***

Performance Measure: C-13) Number of drug-impaired driving screening test conducted

Progress: **No**

Program-Area-Level Report

Unfortunately, we were unable to implement this project for the fiscal year 2023. However, we have high hopes of being able to implement it during the years 2024-2026.

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

Progress: **In Progress**

Program-Area-Level Report

Increase observed seat belt use for passenger vehicles, front seat outboard occupants by 1.00 percentage points from 88.24 percent in 2021 to 88.50 percent by 2023. - ***We expect to achieve this goal by the end of the year 2023.***

Performance Measure: B-2) Percentage of people that reported making cell phone calls while driving. (Survey)

Progress: **In Progress**

Program-Area-Level Report

Maintain of people that reported making cell phone calls while driving from 43.00 percent in 2021 to 43.00 percent by 2023. - ***We expect to achieve this goal by the end of the year 2023.***

Performance Measure: B-3) Mean number of days from crash date to date crash report is entered into database

Progress: **In Progress**

Program-Area-Level Report

Increase of crash records with no missing critical data elements (Crash, Fatal and Non-Motorist) in the CARE database by 0.5 percentage points from 90.00 percent in 2021 to 91.00 percent by 2023. - **We expect to achieve this goal by the end of the year 2023.**

Performance Measure: B-4) Percentage of validation criminal records of impaired driver in the PR-CJIS/RCI database.

Progress: **In Progress**

Program-Area-Level Report

Increase of Validation criminal records of impaired driver in the PR-CJIS/RCI database by 2.00 percentage points from 47.00 percent in 2021 to 50.00 percent by 2023. - **We expect to achieve this goal by the end of the year 2023.**

Areas tracked but with no targets set					
Grant Funded Activity Measures	2018	2019	2020	2021	2022
Seat Belt Citations	21,801	31,364	12,753	29,451	23,137
DWI Arrests	2,103	1,922	834	435	685
Speeding Citations	13,743	23,666	16,699	20,474	23,321

