

# COMMONWEALTH OF PUERTO RICO COMMONWEALTH OF PUERTO RICO TRAFFIC SAFETY COMMISSION TRAFFIC SAFETY COMMISSION

COMISIÓN PARA LA SEGURIDAD EN EL TRÁNSITO

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LA SEGURIDAD  
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PROGRAMA  
DE SEGURIDAD  
DEL NO OCUPANTE

## 2007 HIGHWAY SAFETY ANNUAL REPORT

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# INTRODUCTION

**14 PANORAMA**  
PRIMERA HORA, MIÉRCOLES 15 DE AGOSTO DE 2007

**Por reducción de muertes en las carreteras**

## Premio a Puerto Rico

**DTOP obtuvo dos galardones en una premiación llevada a cabo en Florida**

**MARITZA DÍAZ ALCALDE**  
Primera Hora

LA REDUCCIÓN de muertes en las carreteras le ganó a Puerto Rico dos premios otorgados por la Asociación Americana de Administradores de Vehículos de Motor, Región II.

Esa entidad distinguió a Puerto Rico en su más reciente Convención Anual celebrada en junio en Ponte Vedra Beach, Florida.

Ayer, los premios le fueron entregados en La Fortaleza al gobernador Aníbal Acevedo Vila por Thomas Louison, administrador regional de la National Highway Traffic Safety Administration y por Fred Porter, vicepresidente de la Asociación Americana de Administradores de Vehículos de Motor, Región II.

El primer galardón le fue conferido al Departamento de Transportación y Obras Públicas (DTOP) por haber evidenciado el porcentaje de reducción en la tasa de muertes en las carreteras por cada 100 millones de millas en un período de cinco años.

La tasa bajó de 2.78, registrada en el 2001, a 2.63 en 2005, una diferencia de 0.15 por ciento.

Esos números superan los de Louisiana, con una reducción de 0.09 %.

El DTOP también consiguió otro premio, que compartió con el estado de West Virginia, por registrar la más elevada reducción en la tasa de fatalidades vehiculares por cada cien millones de millas en el período de un año.

Las estadísticas revelan que de una tasa de fatalidades de 2.33 registrada en el año 2004, la misma se redujo a 2.33 en 2005, para una diferencia favorable de -0.03 %.

\*No place informar que Puerto Rico viene alcanzando significati-

vos logros en la seguridad vial a nivel de toda la nación americana. Producto de una política pública consistente dirigida a prevenir choques fatales en nuestras carreteras, nuestra tasa ocupa en la actualidad un sitio destacado entre las jurisdicciones en los Estados Unidos, con las mayores reducciones en las tasas de muertes vehiculares", afirmó el Primer Ejecutivo en comunicado de prensa.

Acevedo Vila, quien estuvo acompañado en el reconocimiento por el superintendente de la Policía, Pedro Toledo, aseguró que "aunque las estadísticas demuestran que estamos ganando terreno en nuestra cruzada para salvar vidas en las carreteras, se redoblarán los esfuerzos de la Policía de Puerto Rico, las policías municipales y la Comisión para la Seguridad en el Tránsito, para lo cual se está asignando la cantidad de \$65,000 que cubrirá las próximas dos semanas, hasta el fin del Día del Trabajo, con el propósito de sacar al conductor ebrio de las carreteras, disminuir las muertes en las vías públicas y hacerlas más seguras para nuestras familias".

A la actividad también asistieron el secretario de Transportación y Obras Públicas, Carlos González Miranda, y el director ejecutivo de la Comisión para la Seguridad en el Tránsito, José Delgado Ortiz.



Puerto Rico is the smallest and easternmost island of the Greater Antilles in the Caribbean consisting of the main island and several smaller islands including Vieques and Culebra. The main island measures 100 miles long and 35 miles wide with a population of 4 million, Spanish speaking citizens distributed over 78 municipalities. There are 16,275 roadway miles, including 172.3 miles of toll roads, used by 2,045,120 licensed drivers and 3,015,227 registered vehicles.

Two decades ago, 648 traffic fatalities were reported in 1987. In 2001, the 500 barrier was broken when a new traffic law became effective increasing penalties and reported fatalities reached 496. Fatalities for the years from 2003 to 2006 have been the lowest for any four year period since traffic crash data has been collected with an average of 488.5 for the period. This downward trend led us to two awards given by Region II of the American Association of Motor Vehicle Administrators (AAMVA) for having the largest fatality rate reduction during the last five years.

As a result of the strategies implemented during recent years by participating agencies and organizations, reported fatalities to December 15, 2007 show a reduction of 42 fatalities or 8.8% when compared to same date on 2006. Also, we are looking to a reduction of 2 when compared to 2005, year with the lowest fatality total in the past 35 years. With this drop, the Puerto Rico Traffic Safety Commission has its sights on breaking the 400 barrier.

One of the Commission's top priorities for 2007 was to continue the implementation of its motorcycle safety program. After carrying out Motorcycle Safety Summits for two consecutive years with participation of about 80 stakeholders representing government, industry and riders, an action plan was developed and in August 2007 a measure signed into law by the Governor of Puerto Rico, Hon. Aníbal Acevedo-Vila moved Puerto Rico from having less stringent motorcycle regulations than most states and territories to having more restrictive requirements than any other state that we are aware of.

**Table I: TRAFFIC CRASH TRENDS 1999–2004**

INDICATORS	2002	2003	2004	2005	2006
Registered Vehicles	2,591,501	2,537,783	2,695,757	2,801,217	3,015,227
Licensed Drivers	2,540,591	2,672,585	2,041,460	2,050,350	2,045,120
Roadway Miles	15,181	15,831	15,936	15,994	16,275
Vehicles Miles Traveled •	181.3	186.6	194.4	194.3	196.4
[1] Total Crashes	290,842	300,469	320,912	329,896	313,342
Total Injuries	43,961	43,092	45,364	42,838	41,311
Fatal Crashes	494	472	466	438	482
Total Fatalities	518	495	495	457	507
Pedestrians	178	151	164	131	139
Drivers	234	171	167	146	159
Others	106	174	164	178	209
Fatality Index	2.86	2.66	2.54	2.35	2.58

• Vehicle Miles Traveled per 100 million miles traveled. \* Active licensed drivers [1] Data provided by Driver Services Directory. [2] Data provided by the Analysis of Accidents Office. [3] Data provided by Automobile Accident Compensation Administration (ACAA)



A public information and education campaign was carried out to enhance motorcyclist awareness of safety issues and to educate motorists on sharing the road safely.

As a result of the PI&E campaign together with a more aggressive enforcement approach motorcycle fatalities have decreased by 30% from 109 in mid December 2006 to 76 in 2007.

As a result of the Permanent fitting stations in 42 firehouses and the PI&E campaign carried out, the child restraint use increased significantly from 86% to 94.9%. Child Passenger Technicians from the Fire Department continued to provide safety seat checks and carry out safety seat checkpoints around the island together with the Community program staff that has been also trained as CPST's.

This year Puerto Rico participated again in the Safety Belt Mobilization, after not been able to participate in 2006 due to a fiscal crisis that shut the government down in May. Safety belt use decreased slightly to 92.1% from 92.7 and over 27,000 officer hours were worked by the more than 45 reporting agencies.

Commonwealth and municipal police continued an integrated and sustained enforcement effort during 2007. By September 30<sup>th</sup>, 2007, 23,489 interventions for DWI were made and estimates for the end of the year are about 27,000. Commonwealth and over 40 municipal police agencies joined forces for a Holiday Impaired Driving Crackdown from December 14, 2006 to January 15, 2007, a Summer Crackdown and another during the National Labor Day Crackdown in 2007.

The PRTSC and Courts Administration continued training judges in processing DWI cases and the Department of Justice began this year training prosecutors. A total of 90 and 103 were trained respectively in each agency. Paid media supported the Seat Belt and DWI Mobilizations and Crackdowns as well as the child restraint, bicycle and motorcycle safety awareness campaigns. On the last two the part of the message was focused on sharing the roads with motorists. Numerous mass media events were held during the year with over 1,000,000 material been distributed.

Coordination and plans began for a Road Safety Congress to be held early in FY 2008 for Puerto Rico's Highway Safety Leaders with representatives from North and South America being invited. These representatives will present strategies and best practices in program areas such as: impaired driving, speeding, motorcycle safety, pedestrian safety, traffic engineering and the use of safety belts for reducing traffic crashes that will be used in the development of traffic safety plans and projects in Puerto Rico.



# IMPAIRED DRIVING

## Problem Identification:

Puerto Rico has been identified by NHTSA as the jurisdiction with the highest alcohol related fatality rate and, therefore, included in the top ten high fatality rate states. Annually, there are more than 300,000 traffic crashes in Puerto Rico with approximately 45,000 injuries and between 450 and 500 fatalities. In 2006, 42% of the total 507 fatalities were alcohol related. The alcohol related fatality index is twice the national average.

## Performance Goals:

Reduce alcohol related fatalities by 10% from 228 in 2005 to 206 in 2007 and reduce the alcohol related fatality index from 1.21 to 1.10 in 2007.

## Legislative Goals:

Achieve Age 21 and Zero Tolerance Legislation

## Results:

As year 2007 has not ended yet, data on miles traveled and BAC's is not available to calculate the alcohol related fatality index. However, available data to September 30 does indicate a reduction of 38 in alcohol related fatalities from 154 in 2005 to 116 in 2007 during the same period.

To the end of FY07, about 23,500 DWI interventions were made by Commonwealth and municipal police. By the end of the calendar year, estimates indicate that 2007 DWI interventions will be approximately 27,000 exceeding last year's by over 2,000.

Over 650 sobriety checkpoints were conducted to the end of FY 2007.

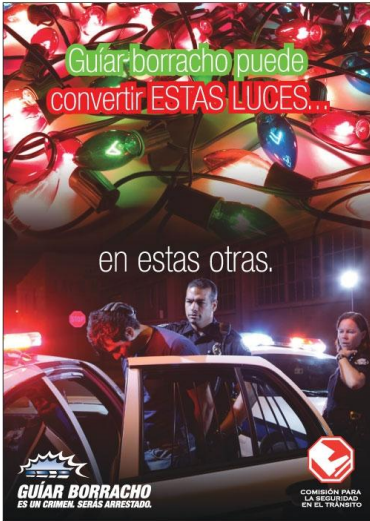
Legislative goals were not achieved.

## Overview:

Although Puerto Rico does not have an Age 21 Law, several laws have been enacted in recent years providing additional tools to law enforcement agencies in the fight against impaired drivers. Among these a Zero Tolerance Law for under 18, a Repeat Offender Law and stricter penalties for impaired drivers with a passenger under 15 became effective. Also, BAC test refusal was eliminated from the law requiring suspected drivers to give a BAC sample and an Open Container Law went as well into effect.

The PR TSC strategy has been to incorporate as many municipal police agencies into the PR Police effort in order to aggressively cover the whole island with sustained enforcement, given that Puerto Rico is a small, densely populated island, where people routinely travel across many municipal boundaries. A high visibility enforcement plan against impaired drivers that included five activities was also implemented during 2007 by the Commonwealth and over 40 Municipal police agencies. A summary of the enforcement actions taken in three of the larger mobilizations: Holiday 2006 (December 2006 – January 2007), Summer 2007 and the 2007 National Labor Day Crackdowns is shown in Table I. These Crackdowns were also supported by an aggressive paid media campaign (see Paid Media) using the enforcement slogan "Guiar Borracho es un Crimen, Serás Arrestado" the NHTSA's Spanish version for "Drunk Driving: Over the Limit, Under Arrest".

Post Card 5 x 7



**Table I  
FY 2007 DWI MOBILIZATIONS  
(Commonwealth & Municipal Police)**

MOBILIZATIONS	INTERVENTIONS	ARRESTS	CKPOINTS CONDUCTED	PARTICIPATING OFFICERS	TOTAL OFFICER HOUR WORKED	% OF TOTAL HOURS AS OVERTIME
HOLIDAY 2006-07	3,628	2,938	141	1,037	66,706	36%
SUMMER 2007	3,153	2,346	395	1,124	44,492	44%
LABOR DAY 2007	1,495	1,187	142	671	34,833	34%
<b>TOTAL</b>	<b>8,276</b>	<b>6,471</b>	<b>678</b>	<b>2,832</b>	<b>146,031</b>	<b>38%</b>

The media strategy used when conducting high visibility and sustained enforcement helped us send out the message that violating traffic laws will result in being arrested. This message was reinforced by other ones developed by several organizations such as MADD PR Chapter, the Alcoholic Beverage Industry of PR (ABIA), the Lions Club and the PARA Alliance encouraging drivers not to drink and drive. In addition, over 250,000 materials were distributed in events in which the Community and FIESTA programs collaborated.

A Special DWI Prosecutor Unit is funded by the PRTSC to help identify recidivists since the Repeat Offender Law provides for stiffer penalties for these offenders. Preliminary data indicates that over 450 recidivists were identified. Judges and Courts Administration officials attended stateside training on special DWI courts and efforts are being made for DWI cases to be seen in the special Drug Courts recently established in Puerto Rico. In addition, a two day course has been developed on the changes in the law, breath test equipment and raising awareness about the importance of impaired driving cases by both the Department of Justice and the Courts Administration, 103 prosecutors and 90 judges respectively have taken it during this year.



The results of the ongoing effective and sustained enforcement could be seen in Table II and III below. The PRTSC funded enforcement projects for purchasing equipment such as breath test equipment, vehicles, overtime and stipends. For the Commonwealth Police 10 Intoxilizers, 38 patrol and 2 utility vehicles were funded and also, 11 patrol vehicles for 10 Municipal Police agencies. Due to the duration of the acquisition process only 5 vehicles for the Municipal Police were received therefore, the funds for the equipment not yet received will be reassigned in FY 2008.

By law, Health Department chemists in charged of verifying breath test equipment calibration and analyzing blood samples needs to testify in court. Funds were provided for salaries, training and the purchase of a gas chromatograph, which was not received before the end of the FY and funds will be reassigned for 2008.

**DWI Activities From 2003 – 2007**

Year	Commonwealth Police		Municipal Police
	Interventions	Arrests	Interventions
2003	19,792	14,767	258
2004	19,023	14,453	544
2005	19,837	15,540	1,783
2006	23,843	19,566	1,498
2007*	22,482	18,154	1,007



Finally, throughout the year, the Luis Señeriz Foundation/MADD Puerto Rico has been active in promoting legislation, court monitoring, vigils, the “Tie One On” red ribbon campaign for the holiday season among other activities. Press coverage of the Foundation’s activities is significant. Also, the “Protecting You, Protecting Me” program continues its implementation.

**Fiscal Review:**

<b>Grant</b>	<b>Assigned</b>	<b>Expended</b>	<b>Reprogrammed</b>
154AL	\$1,656,944.18	\$415,182.33	\$1,241,761.85
164AL	595,136.84	488,835.54	106,301.30
410HV	683,832.00	397,744.43	286,087.57
<b>Total</b>	<b>\$2,935,913.02</b>	<b>\$1,301,762.30</b>	<b>\$1,634,150.72</b>



# YOUTH IMPAIRED DRIVING



## Problem Identification:

Of the 270 total driver fatalities in 2006, 90 or 33% were between the ages of 16-25 and of these 27 or 30% were positive for alcohol and 23% were legally impaired. Furthermore, data to September 30, 2007 shows that of the total of 179 drivers killed, 89 or 50% were between the ages of 16 to 25 and of these 43% were positive for alcohol. Youth, of course, are new drivers and new drinkers and are targets of campaigns by liquor companies among other issues as lack of experience, immature judgment, and risk taking. Changes in youth environment that promotes a culture of drinking alcoholic beverages must be made.

## Performance Goals:

Reduce young driver fatalities by 10% from a five year (2001-2005) average of 80 to 72

Reduce alcohol related young driver fatalities by 10% from a five year average of 35 to 28

## Legislative Goals:

Age 21 MDA  
Zero Tolerance  
Graduated Driver Licensing

## Results:

The 2007 year end data is not available yet but, for the five year period from 2002 to 2006 data indicates an increase in the average of young driver fatalities from 80 to 84. Nevertheless, although not meeting our goal there was a slight reduction in the alcohol related young driver fatalities for the five year period from 2002 to 2006 from 35 to 34.

None of the Legislative goals were achieved.

## Overview:

Studies suggest that young drivers often are ignorant of important aspects of risky driving behaviors. An extremely important complement to our impaired driving program is paying close attention to attitudes of adolescents and young adults related to alcohol use and driving for countermeasures to be developed.

As part of the university lifestyle, college students coming of age rites are drinking and also, they begin driving around this age. Unfortunately, they sometimes mix both activities with fatal results. University students are bombarded with marketing by the beer and liquor companies at sporting, musical and cultural events. Through the FIESTA programs at the university level, the Puerto Rico Traffic safety Commission attempts to affect environmental changes to address the drinking problem on college campuses and reduce the incidence of drinking and driving.

FIESTA is a peer program that trains students as instructors to conduct conferences and other activities designed to change behavior. There are seven FIESTA projects on campuses around Puerto Rico. These programs organize non alcohol dances, homecomings, health fairs, etc. The programs also provide conferences and display booths on the college campuses. The students also promote the enforcement waves and crackdowns and work information booths at track and field meets and other sports events.

The San Juan Police Athletic League also has a FIESTA program with middle school and high school students trained as instructors that give conferences at disadvantaged neighborhoods and housing projects. These students also





organize school patrols, safety events and participate on radio and TV shows.

During 2007, the FIESTA projects offered 243 presentations and conferences reaching a combined direct audience of 129,039 and indirectly 450,174. Over 100 students were trained as instructors in 9 trainings held.

A public information campaign consisting of print material, banners, and promotional materials for sporting and musical events was developed by the PRTSC and the different FIESTA programs.

**Fiscal Review:**

<b>Grant</b>	<b>Assigned</b>	<b>Expended</b>	<b>Reprogrammed</b>
402	\$231,612.00	\$208,565.53	\$23,046.47
154AL	85,000.00	49,840.92	35,159.08
164AL	150,609.73	86,044.20	64,565.53
<b>Total</b>	<b>\$467,221.73</b>	<b>\$344,450.65</b>	<b>\$122,771.08</b>



# POLICE TRAFFIC SERVICES

## Problem Identification:

Speeding and aggressive driving continue to be factors that cause traffic crashes in Puerto Rico. In 2006, speeding was a contributing factor in 43% of the fatal crashes.

provide high visibility enforcement and, in addition to the assignments by the Traffic Bureau, are frequently requested by Area Commanders to impact high crash locations. For this Unit, seven vehicles and radar equipment were funded but due to the duration of the acquisition process the equipment was not received by the end of the fiscal year and will be reassigned in FY2008.



## Performance Goals:

Reduce total speed related fatalities by 8% from 215 in 2005 to 198 in 2007

An important component of the Police Traffic Services program area is the funding for overtime patrolling. Both the Highway Patrols and the PASEAVI units use overtime to increase patrolling, especially during weekends/nights at high crash sites. Almost 67,000 overtime patrol hours were worked during 2007 by Commonwealth Police and municipal police, 13,000 more than in 2006. The table in this page presents the Commonwealth Police interventions since 2003.



## Results:

2007 year end data is not available yet; however, when comparing data as of September 30, 2005 to 2007, a reduction of 12 speed related fatalities from 165 to 153 is depicted. If the trend sustains for the remaining of the year certainly our goal will be met.

## Overview:

Activities funded under the Police Traffic Services program area emphasize speed enforcement and support other enforcement efforts such as impaired driving and occupant protection enforcement. The most important component of this program is the PASEAVI or "Wolf Pack" patrols that target high crash sites and actively participate in the Mobilizations and Crackdowns. The 17 Mustangs that comprise the PASEAVI unit

As can be noted, the enforcement effort has been aggressive and sustained over the last several years. For this year CIOT Mobilization, actual police officers from the PRPD and Municipal agencies took part in the spots developed and aired for the campaign.

## COMBINED ENFORCEMENT ACTIVITIES FY 2003 – 2007 (COMMONWEALTH & MUNICIPAL POLICE)

FY	SPEEDING VIOLATIONS	SEAT BELT VIOLATIONS	D W I INTERVENTIONS
2003	323,985	283,746	20,050
2004	284,749	279,115	19,567
2005	295,796	238,162	21,620
2006	248,470	219,677	25,341
2007*	228,289	223,412	23,489

\*Data to September 30



Promotions and reassignment of traffic patrol officers require continuing training and certification of officers in radar and breath test equipment. Stipends for certified officers were also funded. At the Traffic Police Training Institute 442 Commonwealth Police officers were trained and certified during 2007.

As part of the effort to involve municipal police in traffic enforcement, the Institute trained and certified 237 municipal police officers. Nineteen "Looking Beyond the Ticket" trainings were also offered to a total of 577 Commonwealth and municipal police officers.

**COMMONWEALTH POLICE EFFORTS  
FY 2003 – 2007**

FY	SPEEDING VIOLATIONS	SEAT BELT VIOLATIONS	CHILD REST. VIOLATIONS	D W I INTERVENTIONS	D W I ARRESTS
2003	308,348	266,325	N/A*	19,792	14,767
2004	274,996	268,667	N/A*	19,023	14,453
2005	277,018	219,680	5,728	19,837	15,540
2006	229,820	208,180	4,090	23,843	19,566
2007*	216,186	211,590	4,849	22,482	18,154

\*Data to September 30. \*\*Not available or collected for those years

**MUNICIPAL (LOCAL) POLICE ENFORCEMENT ACTIVITIES  
FY 2003 – 2007**

FY	SPEEDING VIOLATIONS	SEAT BELT VIOLATIONS	CHILD REST. VIOLATIONS	D W I INTERVENTIONS / ARRESTS
2003	15,637	17,421	N/A*	258
2004	9,753	10,488	N/A*	544
2005	18,778	18,482	719	1,783
2006	18,650	11,497	657	1,498
2007*	12,103	11,822	370	1,007

\*Data to September 30. \*\*Not available or collected for those years

**Fiscal Review:**

Grant	Assigned	Expended	Reprogrammed
154AL	\$407,557.82	\$282,586.05	\$124,971.77
402	408,654.30	143,965.96	264,688.34
K2-405	175,000.00	92,889.66	82,110.34
164AL	158,533.70	118,782.37	39,751.33
410FR	117,600.00	30,000.00	87,600.00
410HV	141,230.70	95,495.95	45,734.75
<b>Total</b>	<b>\$1,408,576.52</b>	<b>\$763,719.99</b>	<b>\$644,856.53</b>



# PLANNING AND ADMINISTRATION

## Problem Identification:

The Commonwealth of Puerto Rico is responsible, for the planning and administration of the Highway Safety Program. This function has been delegated by the Legislature through Law 33 of July 1, 1972, to the Governor and the PRTSC. The Puerto Rico Traffic Safety Commission oversees the day-to-day operations, the development, planning, evaluation and monitoring of the activities described in the Highway Safety Plan. The PRTSC also oversees that funds expended in carrying out these activities be properly accounted for, reimbursed promptly to the expending agency, and audited.

## Performance Goals:

To prepare an annual Highway Safety Plan by September 1.

To prepare an Annual Evaluation Report by December 31

To close out fiscal activities by December 31

## Results:

The 2007 Highway Safety Plan (HSP), Program Closeout and the Annual Evaluation Report for FY-07 were submitted on a timely manner. However, is important to mention that to complete the Annual Evaluation by December 31 is difficult since year end data is still not available.

Puerto Rico's interest in developing effective road safety plans with new strategies and best practices from other countries, states and jurisdictions will bring us to be the venue for the Road Safety Congress of the Americas to be held early in FY 2008 with participants from North and South America.

## Overview:

PRTSC developed a comprehensive, well-crafted fiscal year 2008 Highway Safety Plan that was approved by NHTSA. It complied with the requirements of Section 402 Program and the strategies, countermeasures and projects included should help us reach Puerto Rico's traffic safety goals. Required single audits were performed this year. The acquisition and installation of equipment to start updating the PRTSC information system began.

By closely monitoring the progress of projects, their quarterly and expenditure reports, PRTSC was able to submit its final voucher by December 28<sup>th</sup>, constituting the final reconciliation for FY-07. Liquidation of funds has improved during this year and is as follows: 76% of 402 funds, 100% of J2-405, 100% of 157 Innovative, 57% of 164AL, 31% of 154AL, 62% of 164HE, 78% of 154HE, 80% of K2 405, 18% of 406, 0% of K9 408, 41% of K8FR 410, 27% of K8HV 410 and 18% of 2010. During FY-07, Puerto Rico's Grants Tracking System included a total of \$24,108,714.12 in federal grants of which, \$11,216,105.12 were carry-overs from FY-06. See Financial Summary Section.

A total of \$4,635,801 in federal funds approved for Puerto Rico under SAFETEA-LU (Sections 06, 408, 410 and 2010) were not received until after the middle of September 2007 extremely late in the fiscal year resulting in carryovers.

## Fiscal Review:

Grant	Assigned	Expended	Reprogrammed
402	\$230,297.40	\$212,593.54	\$17,703.86
154	76,424.64	20,812.60	55,612.04
406	168,629.00	127,281.29	41,347.71
<b>Total</b>	<b>\$475,351.04</b>	<b>\$360,687.43</b>	<b>\$114,663.61</b>



# OCCUPANT PROTECTION

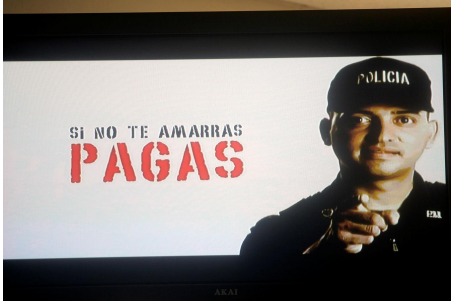
## Problem Identification:

Safety belts can reduce fatalities by 45% and serious injuries by 50% when used properly. Puerto Rico had achieved a 92.7% usage rate in 2006 and increasing this rate would require aggressive enforcement and a public information and education campaign with a strong enforcement message.

one of the highest of any U.S. jurisdiction. Aggressive enforcement and education were among the strategies used to keep up the usage rate. Sustained enforcement including overtime (see PTS) and saturation patrols or “wolfpacks” continued to be used during 2007 by the Puerto Rico Police Department as well as the Municipal police agencies that have also been involved in the enforcement efforts. For FY 2007, between all of them a total of 223,412 safety belt tickets and 5,219 child restraint tickets were written for violations to the law.

During May 2007, Puerto Rico took part in the national Occupant Protection Mobilization, Click It or Ticket. Usage rates are usually higher immediately after such Mobilizations. Over 27,000 officer hours were worked by the more than 45 participating agencies, including the Commonwealth Police and Municipal enforcement agencies that reported for the two week mobilization period a total of 14,801 safety belt and 255 child restraint tickets.

A mass media campaign to support the sustained enforcement was carried out during the year. The campaign used the enforcement message “De Día y de Noche, Si no te amarras, pagas”, a Spanish version of “Click it or Ticket, Day & Night”, and included print material, press conferences, media tours and special events such as the Second Human Safety Belt created by Head Start children in a baseball minor league stadium in Mayagüez. Over 300,000 materials were distributed during the year.



Child restraint usage had reached 86% in 2006 in Puerto Rico and these seats, when used properly, can reduce fatal injury for infants (less than 1 year old) by 71 percent and toddlers (1-4 years old) by 54 percent in the event of a traffic crash. Since improper use is a significant problem, measures to increase proper usage must be continued to complement the aggressive enforcement and education campaigns.

## Performance Goals:

Increase safety belt use from 92.7% to 94 % in 2007.

Increase child restraint use from 86% to 90% in 2007

## Results:

As per the observational survey conducted, during 2007, safety belt usage dropped very slightly to 92.1%, not reaching the 94% goal. Nevertheless, child restraint usage has risen significantly to 94.9% usage rate, exceeding our goal by much in 2007.

## Overview:

The safety belt use rate in Puerto Rico at 92.1%, down slightly but not statistically from 2006 use rate of 92.7, continues to be



Jurisdiction	2003	2004	2005	2006	2007
Puerto Rico	87.1%	90.1%	92.5%	92.7%	92.1%
Nationwide	79%	80%	82%	81%	82%





Paid media, using the same enforcement message, was used to support the Mobilization. The produced radio and tv spots presented actual police officials (state and municipal) telling the viewers and listeners that law enforcement is taking seat belt laws seriously and will be issuing tickets day and night to those not wearing their seat belts. About 100 TV and 1,000 radio spots (paid and earned) complemented the enforcement effort for a total cost of \$141,074 (see Paid Media).

These were large media events that were covered by the press and helped keep the use and proper use issues in the public eye. As part of the program, once again the “Corazon de Mi Vida” event was held with the National Latino Children’s Institute and Ford Motor Company sponsorship donating 200 car seats. The occupant coordinator, and other 14 CPST’s from the Fire Dept. and Community Programs attended the 6<sup>th</sup>. Annual Regional Child Passenger Conference in New York.



In the 42 fitting stations at Puerto Rico firehouses a total of 4,666 child seat inspections were conducted by the CPST’s and 1,033 car seats were acquired and distributed as part of the loaner program. In addition to the permanent fitting stations, safety seat check activities were carried out with corporate sponsors such as Wal-Mart, Gerber, Safe Kids and the participation of the CTSP’s from the Fire Dept., the 16 Community Programs and the Rural Development Agency. A total of 14 massive safety seat checkpoints were conducted in 2007, three more than the 11 conducted in 2006, and 1,079 seats were checked, 259 more than in 2006.

Carrying out the message “Su Seguridad está en tus manos, Protégelos” Spanish for “Their safety is in your hands, Protect them”, First Lady, Luisa Gandara, helped launch Child Passenger Safety Week in February 2007 together with a recognized puertorrican actress and singer. They participated in hospital visits, safety seat checks and TV and radio interviews as part of the Week’s activities. As Godmother of the program, the First Lady helps provide even more media exposure.

### Enforcement Efforts and Usage Rate Seat-Belts and Car Seats FY 2003-2007

FY	Seat-Belt Tickets	Usage Rate	Car-Seats Tickets	Usage Rate
2003	283,746	87%	N/A**	N/A**
2004	279,155	91%	N/A**	N/A**
2005	238,162	92.5%	6,447	86%
2006	219,677	92.7%	4,747	86%
2007*	223,412	92.1%	5,219	94.9%

Data includes Commonwealth & Municipal Citations.

\*Data reflects up to September 2007. \*\*Not available or collected for those years.

### Fiscal Review:

Grant	Assigned	Expended	Reprogrammed
402	\$159,179.00	\$114,654.38	\$44,524.62
157 Innovative	36,969.25	36,969.25	0.00
J2 Section 405	10,539.25	10,539.25	0.00
K2-405	106,189.11	91,241.80	14,947.31
406	334,732.75	238,246.25	96,486.50
<b>Total</b>	<b>\$647,609.36</b>	<b>\$491,650.93</b>	<b>\$155,958.43</b>



# COMMUNITY PROGRAMS



## Problem Identification:

Community based programs provide an important complement to the Commonwealth's traffic safety program by developing materials and activities at the local level. These programs also coordinate with community leaders, municipal police, local civic and non-profit organizations, local commerce and local and regional press. This coordination at the local level is necessary for the success of the overall program.

## Performance Goals:

Maintain PRTSC presence in 67 of the 78 municipalities through the Community Traffic Safety Programs (CTSP's).

## Results:

During 2007, a local Community Program was converted to a Regional Community Program now totaling four local and twelve regional programs. They continued to provide traffic safety activities in coordination with Commonwealth efforts to a total population of 3.2 million or over 80% of the population of about 4 million island wide.

## Overview:

The need in the southwest coast of the island to have a leader from the traffic safety community delivering directly the message in the area, was the principal factor in changing the San Germán local program to a regional one. With the purpose of covering four other municipalities, a vehicle was funded.

Each Regional and local program has a project director and assistant at the municipal government level. Local print material is developed and distributed and local activities are planned and implemented. Child safety seats are loaned

and installed and events are coordinated with the fitting stations at firehouses in their respective areas. When the PRTSC wants to reach the entire population with a certain activity, mobilization or message, it enlists the Community Programs. Also, when the PRTSC wants to move people and organizations to major events, the Community Programs respond. The Community Programs staffs are also speakers who are invited to schools, civic groups and industry to talk about traffic safety. Their traffic safety expertise is also sought after by local TV, radio and newspapers.

During 2007, the community programs offered 1,293 presentations at schools and other events reaching a combined, direct audience of 234,090. In addition, an indirect audience of 459,496 was reached through the print and other materials distributed. Their fundamental participation and coordination in events such as the 1<sup>st</sup>. Senior Citizen Forum, the 2<sup>nd</sup>. Human Safety Belt and the Three Kings Day made those activities successful. Also, during 2007 seven CPST's from the Community Programs attended the 6<sup>th</sup>. Annual Regional Child Passenger Conference in New York to stay updated with the latest information and techniques.

Community Traffic Safety Programs at the regional level in Puerto Rico have been instrumental in integrating the municipal police into the statewide enforcement effort that has proven so successful. Until recently, traffic enforcement was not considered a municipal police function. Now, municipal police participate in the sustained enforcement effort and in the National Mobilizations and Crackdowns.



The following table shows the Community Programs and the size of the populations they cover.

<b>REGIONAL</b>		
<b>Community Programs</b>	<b>Municipalities Served</b>	<b>Population</b>
Barceloneta	Barceloneta, Arecibo, Ciales, Hatillo, Manatí, Vega Baja	288,527
Comerio	Comerio, Orocovis, Aibonito, Cidra, Cayey	160,462
Humacao	Humacao, Arroyo, Culebra, Naguabo, Patillas, Vieques, Yabucoa	172,277
Isabela	Isabela, Aguada, Aguadilla, Añasco, Camuy, Quebradilla, Rincón	254,980
Juana Díaz	Juana Díaz, Coamo, Guayama, Salinas, Santa Isabel, Villalba	213,120
Lares	Lares, Adjuntas, Moca, San Sebastián, Utuado	172,795
Luquillo	Luquillo, Ceiba, Río Grande, Fajardo	130,895
Naranjito	Naranjito, Barranquitas, Corozal, Morovis, Vega Alta	163,360
Sabana Grande	Sabana Grande, Guánica, Guayanilla, Las Marías, Maricao, Peñuelas, Yauco	161,508
San Germán	San Germán, Hormigueros, Cabo Rojo, Mayagüez, Lajas	225,325
Trujillo Alto	Trujillo Alto, Canóvanas, Carolina, Loíza	337,676
Toa Alta	Toa Alta, Bayamón, Cataño, Dorado, Guaynabo, Toa Baja	546,199
<b>Subtotal</b>		<b>2,827,124</b>
<b>Local</b>		
Caguas	Caguas	140,502
Florida	Florida	12,367
Juncos	Juncos	36,452
Ponce	Ponce	186,475
<b>Subtotal</b>		<b>375,796</b>
<b>Total</b>		<b>3,202,920</b>

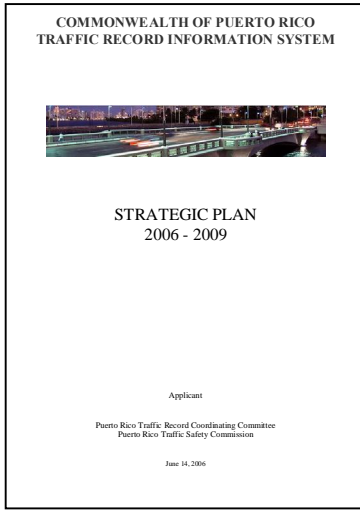
**Fiscal Review:**

<b>Grant</b>	<b>Assigned</b>	<b>Expended</b>	<b>Reprogrammed</b>
402	\$730,671.13	\$617,260.01	\$113,411.12
<b>Total</b>	<b>\$730,671.13</b>	<b>\$617,260.01</b>	<b>\$113,411.12</b>





# TRAFFIC RECORDS



## Problem Identification:

A complete traffic records program is necessary for planning (problem identification), operational management or control, and evaluation of a state's highway safety activities. Accurate and timely data are needed to identify traffic safety problems, develop a plan and evaluate results. This type of program is basic to the implementation of all highway safety countermeasures and is the key ingredient to their effective and efficient management.

## Performance Goals:

To access the crash file and perform the problem identification process at the PRTSC

To pilot test the at scene data collection system.

To redesign PAR

Conduct Traffic Records Assessment.

## Results:

Upon request of the PRTSC, NHTSA assembled a team that conducted a Traffic Records Assessment in January 2007. In June 2007, the PAR form was revised and approved by the PR Traffic Record Coordinating Committee including four new MMUCC elements that were also included in the database. The Accident Analysis Unit of the PRDOT has continued to enter crash data from paper crash reports but the availability of the PAR copies to the DOT from the Police Dept. for data capture and analysis was reduced from almost a year (333 days) to eight months (240 days). and reduced the backlog to eleven months. Data has not yet been collected using this new form. Although the automated device has been selected, the on site data entry has not yet been pilot tested.

## Overview:

A Traffic Records Assessment was conducted to comply with Subsequent year grants under Section 408 and to determine whether the Commonwealth of Puerto Rico's traffic records system is capable of supporting management's needs to identify the safety problems, to manage the countermeasures applied to reduce or eliminate those problems, and to evaluate those programs for their effectiveness. All of the component areas of traffic records data systems (crash, driver/vehicle, traffic engineering, enforcement and adjudication, and injury data systems) were evaluated by a team of professionals with backgrounds and expertise in those areas. Traffic Records Coordinating Committee members and representatives participated in the assessment submitting required information and answering questions during interviews by the team. Recommendations are being considered for implementation through the strategic plan.

The PRTSC Information Officer took again the lead in revising and evaluating the Traffic Records Strategic Plan, as required by 408 in June 2007. This was accomplished through regular meetings with the participating agencies in the TRCC: PRDOT, Police, EMS, Public Service Commission, Health Dept., Justice Dept., PRTSC and the Automobile Accident Compensation Administration. The plan was submitted and approved by NHTSA after showing measurable progress under Timeliness in the Crash Information System Matrix were the availability of the PAR copies to the DOT from the Police Dept. for data capture and analysis was reduced and also, under Timeliness in the Driver file, where an improvement was done to the point system file with zero license



suspensions. In May, the problems of the point system became the topic of public debate and a “task force” to resolve the problem was formed. Entering the backlog of traffic convictions to the point system began and by June 15 more than 3,000 licenses were suspended and by August more than 8,000.

In order to become trained in the traffic records area and help in the implementation of the Strategic Plan, PRTSC staff and members of the TRCC attended traffic records trainings and forums.

Even though PRTSC still lacks accessibility to crash data but data runs relying on data from fatal crashes from FARS helped the PRTSC staff and Director respond to press inquiries and requests by other agencies including the Governor’s Office. The data continues to be deficient in location data and other elements needed for problem identification, but improvements are expected with the implementation of the Strategic Traffic Records Plan.

**Fiscal Review:**

Grant	Assigned	Expended	Reprogrammed
402	\$57,345.31	\$41,608.30	\$15,737.01
408	406,022.00	0.00	406,022.00
<b>Total</b>	<b>\$463,367.31</b>	<b>\$41,608.30</b>	<b>\$421,759.01</b>



# NON OCCUPANT SAFETY

## Problem Identification

Pedestrian fatalities continue to be a major traffic safety problem in Puerto Rico. For the five year period from 2002 to 2006, an average of 34% of all traffic fatalities in Puerto Rico were non-occupants and pedestrian fatalities represented 27% of total fatalities. After examining pedestrian fatalities by age for 2006, we found that 41% were over age 55 and data for the five year period from 2002 to 2006 showed that an average of 28% of pedestrian fatalities are positive for alcohol. Also, over these past five years, an average of 15 bicyclists was killed annually representing about 9% total non occupant fatalities.



## Performance Goals:

Reduce pedestrian fatalities from an average of 160 (five year average) to 150 in 2007.

Reduce total non occupant fatalities from a five year average of 175 to 160 in 2007.

## Results

Data to mid December 2007 indicates that non occupant fatalities were 146, two less than the same date in 2006, meeting our goal for the five year period. Although, pedestrian fatalities have increased by 9, 129 to 138, when compared to same date last year (mid December); we have exceeded the performance goal with a five year average of 145. A reduction in bicycle fatalities have also helped us achieved the non occupant goal.

## Overview

During 2007, the PRTSC non occupant safety program made new efforts to increase pedestrian and bicycle safety awareness. The production of a new radio and tv spot directed toward reducing pedestrian injuries and fatalities will help

deliver the message. Pedestrians must be made aware of the danger of becoming a victim of a traffic crash and motorists must be made aware of their responsibilities towards pedestrians and cyclists. Also, the Department of Recreation and Sports joined the PRTSC and the Department of Transportation and Public Works to carry out the share the road bicycle awareness program. In addition, we developed an interagency comprehensive approach with two sites were several pedestrian fatalities repeatedly took place one in Mayagüez and the other in Aguadilla. The initiative included traffic engineering countermeasures, education and enforcement with the focus on both driver and pedestrian.

The awareness campaigns included the distribution of over 310,000 printed materials, placement of posters, coordination with the Impact Team to repaint school and pedestrian crossings and other signals, coordination with police to enforce speeding and other traffic laws (see PTS), marches and other activities which received considerable media coverage.

The Traffic Safety Educational Park (PESET) in Arecibo, celebrated its 10<sup>th</sup>. Anniversary with the participation of First Lady, Luisa Gandara, and the Secretary of the Department of Transportation and Public Works among others. PESET, which increases driver, pedestrian and bicyclist safety awareness in school children ages 7 to 10, have received and trained over 75,000 children during the ten year period. Meanwhile, a smaller Traffic Safety Educational Park in Caguas trained about 2,000 students. This park has also developed a conference for the parents accompanying the children and more than 350 adults have participated.





During Pedestrian Safety Month, the “Walking Safely to School” campaign emphasized children the importance of pedestrian safety measures. This year a school from the Humacao district with over 600 elementary school students was chosen. Also, the non occupant coordinator has attended during the year other day care, public and private schools getting the message to over 2,500 children. In addition, to reach elderly pedestrians and their communities, the PRTSC have been involved in a number of activities to help improve their safety. A 1<sup>st</sup>. Senior Citizen Forum in San Germán, conferences sponsored by health insurance providers and participating for the first time in the national grandparents day have been part of the activities in which we have reached more than 2,000 senior citizens. We also, continued the partnership with the Veteran’s Hospital that reached out to the PRTSC to participate in the “Respect the White Cane” campaign to raise awareness among drivers of those pedestrians who are blind or legally blind. In this event we reached over 650 persons.

The bicycle safety program began a new effort providing safety messages for bicyclists such as how to ride in a skilled manner, avoiding intersection collisions, being visible at night, etc., while promoting bicycling as a normal part of a healthy lifestyle. The interagency campaign included a media tour, a radio and tv spot and the creation of an interactive game included as part of an educational booth that visited several malls island wide. Brochures on “Sharing the Road” and on the “Cyclists Bill of Rights”, an amendment to the Vehicle and Traffic Law passed by the Puerto Rico Legislature in 2004 which outlines the cyclists rights and responsibilities as well as, the responsibilities of automobile drivers towards bicyclists were distributed.



**Fiscal Review:**

Grant	Assigned	Expended	Reprogrammed
402	\$695,595.20	\$625,661.25	\$69,933.95
<b>Total</b>	<b>\$695,595.20</b>	<b>\$625,661.25</b>	<b>\$69,933.95</b>



# EMERGENCY MEDICAL SERVICES

## Problem Identification:

For many years, the quality of EMS training received in private institutions was questioned. (Puerto Rico EMT's rarely have National Registry certification). The PRTSC has felt for years that an EMS training academy similar to police or firefighters would help improve training and continuing education for the EMT's assuring a better quality service to crash victims.

## Performance Goals:

Establish satellite training centers  
Hold an EMS summit

## Results:

Projects were not funded under this program and no activity was performed. Plans continue to include an EMS summit during next year.

## Fiscal Review:

Grant	Assigned	Expended	Reprogrammed
402	\$0.00	\$0.00	\$0.00
<b>Total</b>	<b>\$0.00</b>	<b>\$0.00</b>	<b>\$0.00</b>



# TRAFFIC ENGINEERING

## Problem Identification:



In the 15 highest crash roads occurred 40% of the fatal crashes in 2006 and all are part of the Commonwealth's State Roads and Highway System. As the trend has shown in the past, about 80% of the fatal crashes occur on these roads and the remaining 20% on Municipal roadways. Our highway system has not been able to keep to par with the increasing vehicular movement and this creates potential problems that affect the overall traffic safety program. Engineering countermeasures are continuously been developed to improve or create a safer roadway system.

## Performance Goal:

Increase road safety by eliminating hazards

## Results:



During 2007, the PRTSC's Impact Team and the PRHTA's Road Safety Audit Team identified and evaluated 47 high risk sites making the respective recommendation reports to the appropriate agency for their implementation, be it Public Works or Highway and Transportation Authority. Follow up was given to short range projects and 15 were completed including school zones, signing, pavement markings, attenuators and geometric improvements. Also, 4 larger projects were completed by the Highway Authority.

## Overview:

Elimination of hazards on the roadways that may cause or aggravate traffic crashes is one of the engineering strategies that help improve traffic safety. The efforts in this program area are focused toward improving the physical characteristics of roadways that affect safety, operating conditions, evaluation and removal of roadside hazards, and effective use of safety features. The PRTSC's Impact Team and Highway Authority Road Safety Audit Team are directed towards identifying, evaluating and recommending countermeasures to the safety problems at localized high-risk roads or areas.

After appropriate evaluation, the PRTSC funded 8 high impact, low cost projects that could be quickly implemented and 6 larger projects in which time frames for implementing improvements depend on the nature and scope of the projects. The Department of Transportation and Public Works completed the 8 smaller projects in which road signs, crosswalk pushbuttons, reflectors and pavement markings were installed. On the other hand, the Highway Authority completed 4 of the larger projects including the construction of the permanent barrier in the median of PR#53, the geometric improvements at PR#22 intersection with PR#165 and the construction of the permanent concrete barrier in the median of PR#26. Also, to implement the installation of rumble strips, a strategy found effective in reducing the number and severity of ROR crashes in many states, a rumble strip machine was funded.

## Fiscal Review:

Grant	Assigned	Expended	Reprogrammed
154	\$4,698,230.48	\$3,653,725.80	\$1,044,504.68
164	2,959,748.11	2,307,279.58	652,468.53
<b>Total</b>	<b>\$7,657,978.59</b>	<b>\$5,961,005.38</b>	<b>\$1,696,973.21</b>



## PAID MEDIA

### Problem Identification:

It has been recognized that it is not effective to depend on public service announcements in order to reach target audiences. To complement an enforcement effort and to communicate with the public, paid media is necessary to assure that the greatest number of people in the target audience is reached. Most importantly, paid media is an essential component of the national mobilizations and crackdowns.



### Performance Goals:

Increase recognition of PRTSC messages

Effect positive change in attitudes towards traffic safety messages

### Results:

During Fiscal Year 2006, a total of 1,320 TV spots were aired, 1068 were paid and 252 were bonus, reaching an average audience of 85% of a total target audience of 2,875,000. A total of 11,035 Radio spots were aired, 8,780 were paid spots and 2,255 bonuses reaching a total audience of 92% of a total target audience of 2,925,300. Paid print ads totaled 93 and over 200 articles, editorials, and columns appeared in nearly 35 publications reaching over 3,000,000 people.

### Overview:

During 2007, Puerto Rico participated in the Seat Belt Mobilization and Impaired Driving Crackdowns, five of them, using paid media as a complement to support the enforcement efforts. Also, paid media was used to support Child Passenger Safety Week in February, 2007 and for the Motorcycle Safety Program. A report on the number airings or print ads purchased and earned media gained in and the size of the audience reached in support of these activities follows.

An Impaired Driving Crackdown was carried out from December 14, 2006 to January 15, 2007. TV, radio and print ads titled **“Guiar Borracho es un Crimen, Serás Arrestado” (Drunk Driving: Over the Limit, Under Arrest)** were used to support this effort. Using Arbitron and Nielsen rating system it is estimated that the 176 paid and 107 bonus for a total of 283 TV airings reached 80% of the total target audience. Radio airings totaled 1519 paid and 400 earned reaching 90% of the total target audience. 28 print ads in National and local newspapers were placed for combined readership of 2,975,000 each time printed. Two press conferences were held and 75 TV news stories, 169 radio news stories and 97 print news stories run during the month.

In February, 2006, paid media supported the national Child Passenger Safety Week with the slogan “Their Safety is in Your Hands”. Paid radio spots totaled 1,034 and 172 spots were earned. Seventeen print ads were placed in the press with a readership of 2,620,000.

In May, the PRTSC joined the national Seat Belt Mobilization with the national campaign theme “Click It or Ticket, Day & Night” in Spanish **“De Día y de Noche, Si no te Amarras, Pagas”**. On TV, 64 spots were aired reaching 92% of the total target audience. Radio airings totaled 1,039 paid and 400 earned. National and local newspapers placed 17 paid print ads. Two press conferences were held and 45 TV news stories, 107 radio news stories and 63 print news stories run during the month.

In August, the PRTSC joined for the national Labor Day Holiday Crackdown with the national campaign theme **“Guiar Borracho es un Crimen, Serás Arrestado”**. On TV, 313 spots were paid and 118 were bonus for a total of 431 TV airings reaching 92% of the total target audience. Radio airings totaled 1,651



paid and 200 earned. National and local newspapers placed 18 paid print ads. One press conference was held and 31 TV news stories, 110 radio news stories and 3 print news stories run during the month.

A motorcycle safety awareness campaign using the slogans “**Seguridad Siempre**” or “Safety Always” and “**Comparte la Carretera**” or “Share the Road” was also aired at the end of calendar year 2006. Over 75 paid TV spots ran aside from the three that were aired during the weekly television “Custom Motorcycle Show” during the year. Is important to mention that the PRTSC Motorcycle Safety Coordinator had a five minute segment during this weekly show providing safety tips to motorcyclists.

Also, to increase bicycle safety awareness a campaign was developed in partnership with the Sports and Recreation Department. During summer 2007, 349 spots were aired on TV and 815 on radio. National and local newspapers placed 8 paid print ads, a press conference was held and numerous TV, radio and print news stories run during summer.

A total of \$1,388,827.96 was spent on paid media and over \$7,638,532 worth of earned media was obtained.

Since the paid media campaigns exceeded \$100,000, a consultant was contracted to conduct telephone surveys to measure the audiences’ reaction. Some highlights from the consultant’s report:

A 62% of the total sampled recalled the slogan associated with the new campaign “Guiar borracho es un crimen, serás arrestado”.

The new campaign was highly evaluated; it was “liked”, “found credible”, “informative” and “appropriate”.

Of particular interest is the evaluation regarding the central message of the campaign (“DUI leads to arrests”). A total of 95% consider the new campaign creates “a lot” (57%) or “some” (38%) consciousness about the message.

The specific media where respondents saw / heard DUI slogans were mainly TV (local), radio, newspapers and tollgate ads.

This report on the public’s reaction and attitudes concerning the PRTSC PI&E campaigns, including paid media, is available for review.

**Fiscal Review:**

Grant	Assigned	Expended	Reprogrammed
402	\$95,000.00	\$0.00	\$95,000.00
J2 PM 405	13,622.65	13,622.65	0.00
164	300,000.00	269,674.65	30,325.35
406	270,000.00	81,919.00	188081.00
K2 PM 405	283,580.84	267,495.53	16,085.31
154	65,000.00	46,351.00	18,649.00
2010	18,685.00	0.00	18,685.00
410 FR	741,232.00	709,765.13	31,466.87
<b>Total</b>	<b>\$1,787,120.49</b>	<b>\$1,388,827.96</b>	<b>\$398,292.53</b>





# MOTORCYCLE SAFETY



## Problem Identification:

Data indicates that in Puerto Rico motorcycle registrations have increased dramatically and also, fatal crashes involving motorcycles, as shown in Tables I and II. For the five year period from 2002 to 2006, motorcycle fatalities island-wide doubled. During 2002, 54 motorcyclists or 10.4% of the total fatalities were killed in fatal crashes while for year 2006, 111 motorcyclists were involved in 21.9% of the total fatalities for the year increasing in 11.5%. Crash data indicates that motorcyclists between 21 and 44 years of age are at greater risk, that males far outnumber females and that most motorcycle fatalities occur on weekends.

Motorcycle safety in Puerto Rico suffered from many deficiencies. First, there was no motorcycle license or endorsement requiring a written and road test and rider education is limited. Also, a motorcycle could be ridden with a regular driver's license. Although there was a helmet law in Puerto Rico requiring a DOT approved helmet, motorcyclists ride without the proper gear and enforcement of the helmet law and other traffic violations involving motorcyclists (DWI, Speeding, etc.) must continue to improve. In addition, sharing the road campaigns must be carried out.

## Performance Goals:

Reduce motorcycle fatalities by 20% from 89 in 2005 to 70 in 2007

## Legislative Goal:

Legislation requiring a motorcycle license or endorsement, written and road test

## Results:

Motorcycle fatalities to mid December 2007 have decreased by 33 from 109 to 76 when compared to same date last year. This is a

30% reduction from Y2006 and a 10% from Y2005.

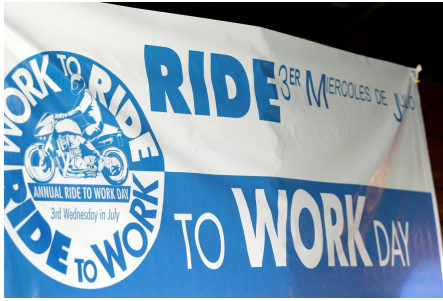
Also, during 2007, legislation was resubmitted and signed in August by the Governor requiring a motorcycle endorsement, eliminating the learner's permit, requiring a written and road test and providing for rider training. Use of a DOT helmet and proper clothing, among other provisions are included. The recently passed law took effect as of October 10, 2007.

## Overview:

As a result of the significant increase in motorcycle fatalities during the last three years, a law was passed in August 2007. Among the new requirements are:

- ❖ Even though helmet use was already required, Law 107 now requires the use of a D.O.T. approved helmet, also requires the use of gloves, footwear that covers the ankles, long pants and between 6:00pm and 6:00am, riders and passengers must wear a reflective vest or sash.
- ❖ Riders must be 18 years and older and passengers must be 12 years of age and older.
- ❖ Motorcyclists are subject to a legal blood alcohol limit of 0.02 percent, instead of the 0.08 percent limit applied to car drivers.
- ❖ Motorcyclists are prohibited to ride between lanes.
- ❖ During group rides, motorcyclists must do a staggered formation.
- ❖ New riders must pass a test on the first try to obtain a motorcycle endorsement. If the fail, a government approved training course must be taken.
- ❖ Owners of currently registered motorcycles are allowed to continue riding, but will have to comply with the new licensing requirements when they renew their drivers' licenses.





- ❖ A \$10 fee for taking the motorcycle endorsement test is imposed and an additional \$10 fee for renewing the annual motorcycle registration.
- ❖ Mandates the creation of eight training centers around the island to license new riders. (the centers are not running yet)
- ❖ Motor vehicles and motorcycles containing nitrous oxide that is not factory installed are prohibited to circulate in public roads.

Enforcement of motorcycle violations, mostly helmet use, speeding and DWI, have increased since the third quarter of this fiscal year. A total of 4,137 tickets were written for helmet violations, 655 for speeding and 97 DWI citations.

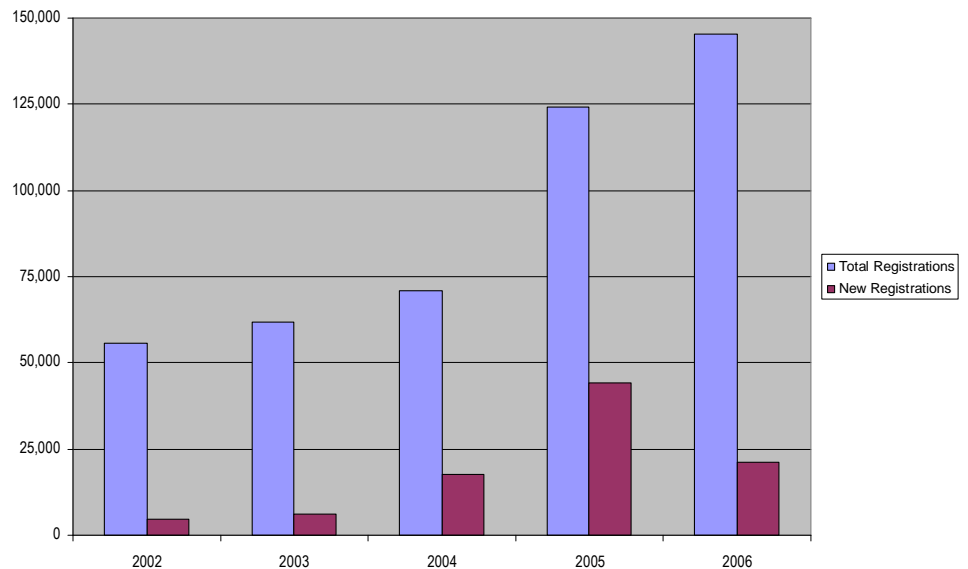
Materials have been developed to enhance motorcyclist awareness of safety issues and to educate motorists on sharing the road safely. More than 235,000 brochures and posters with these messages were distributed at DMV offices, dealers, community programs, at motorcycle activities and conferences around the island. A safety video was produced and is used to train motorcyclists at formal activities and at the request of motorcycle clubs. This video

is also shown at motorcycle dealers (stores) and DMVs' licensing offices. Four TV spots using the slogan "SAFETY ALWAYS" were produced using the safety video and have been aired since December 2006 in tv stations island wide (see Paid Media). The spots are focused in sharing the road, proper breaking, proper gear and reducing impaired motorcycle operation.

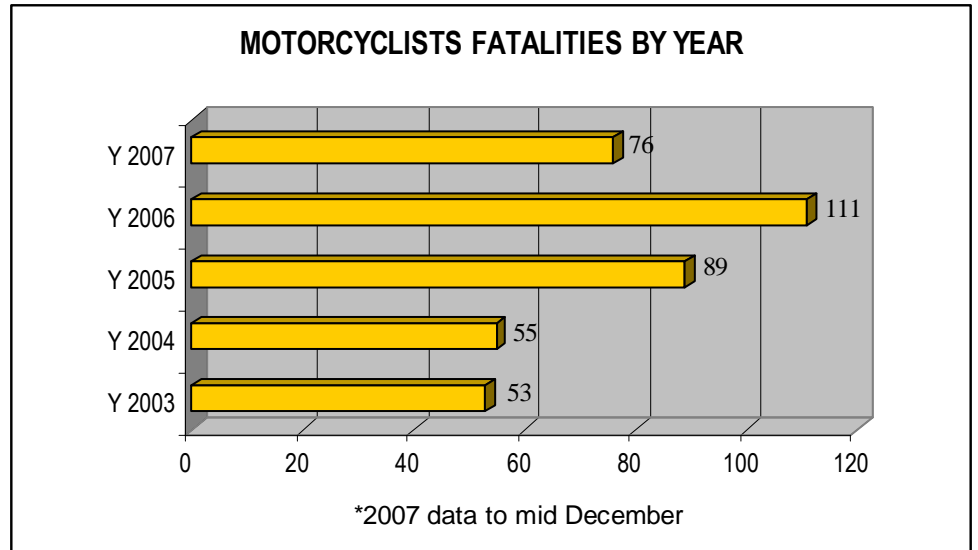
A public information and education campaign is starting to be developed with all the important points of the recently approved "Motorcycle Law". Also, the DMV is in the process of identifying the sites for the eight training centers and the DOT is in the process of writing the regulations.

Also, twelve training and licensing (ERC) sessions were held during FY 2007 reaching more than 1,150 motorcyclists island wide. In addition, training in the "First There, First Care" course, with emphasis on the new section on removing the helmet of an injured motorcyclist is been given to EMT's, members of motorcycle groups and motorcyclists in general.

**Table I**  
**Motorcycle Registrations in Puerto Rico**



**Table II**



**Fiscal Review:**

Grant	Assigned	Expended	Reprogrammed
402	\$48,200.00	\$48,200.00	\$0.00
406	151,148.50	142,097.08	9,051.42
2010	81,315.00	79,234.60	2,080.40
<b>Total</b>	<b>\$280,663.50</b>	<b>\$269,531.68</b>	<b>\$11,131.82</b>



## FINNANCIAL SUMMARY

Grant	FY-07	FY-06 Carryovers	Total	Expended	Reprogram FY-07	% OF TOTAL
NHTSA 402	2,302,974.00	353,580.34	2,656,554.34	2,013,710.17	642,844.17	11.02%
J2 405	0.00	24,161.90	24,161.90	24,161.90	0.00	0.10%
157 INNOVATIVE	0.00	36,969.25	36,969.25	36,969.25	0.00	0.15%
154 AL	1,404,023.00	1,262,562.42	2,666,585.42	814,772.90	1,851,812.52	11.06%
154 HE	1,404,023.00	3,294,207.48	4,698,230.48	3,653,725.80	1,044,504.68	19.49%
164 AL	1,404,023.00	295,793.47	1,699,816.47	963,336.76	736,479.71	7.05%
164 HE	1,404,023.00	2,311,821.31	3,715,844.31	2,307,279.58	1,408,564.73	15.41%
163	0.00	0.00	0.00	0.00	0.00	0.00%
K2 405 SAFETEA-LU	337,742.00	227,027.95	564,769.95	451,626.99	113,142.96	2.34%
NHTSA 406	2,127,249.00	1,186,295.00	3,313,544.00	589,543.62	2,724,000.38	13.74%
K9 408 SAFETEA-LU	500,000.00	406,022.00	906,022.00	0.00	906,022.00	3.76%
K8FR 410	954,276.00	858,832.00	1,813,108.00	739,765.13	1,073,342.87	7.52%
K8HV 410	954,276.00	858,832.00	1,813,108.00	493,240.38	1,319,867.62	7.52%
2010 MC	100,000.00	100,000.00	200,000.00	35,280.44	164,719.56	0.83%
<b>TOTALS</b>	<b>12,892,609.00</b>	<b>11,216,105.12</b>	<b>24,108,714.12</b>	<b>12,123,412.92</b>	<b>11,985,301.20</b>	<b>100%</b>

