



HIGHWAY SAFETY PLAN EVALUATION

FY 2016

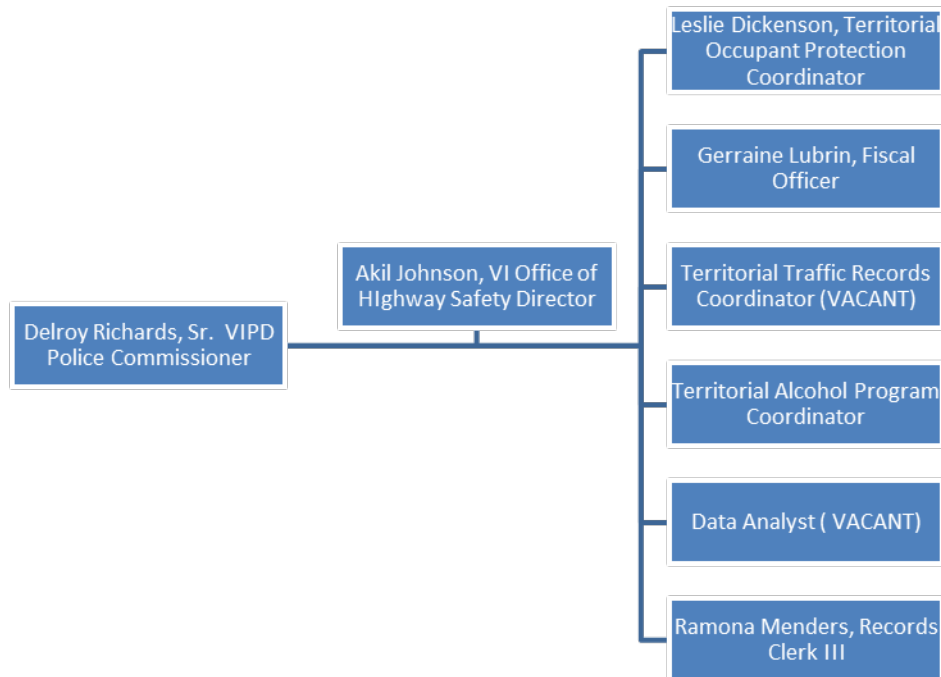
ANNUAL REPORT

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Virgin Islands Police Department – VIOHS Hierarchical Chart



LIST OF ACRONYMS

ADT	Average Daily Traffic
AGO	Attorney General Office
ASP	Alcohol Safety Program
ARIDE	Advanced Roadside Impaired Driving Enforcement
BIT	Bureau of Information Technology
BMV	Bureau of Motor Vehicle
CPS	Child Passenger Safety
DUI	Driving Under the Influence
DWI	Driving While Intoxicated
EMS	Emergency Medical Services
EMSPCR	Emergency Medical Services Patient Care Reporting System
ERP	Enterprise Resource Planning
FAS	Fetal Alcohol Syndrome
FFY	Federal Fiscal Year
FHWA	Federal Highway Administration
GHSA	Governor Highway Safety Association
HSP	Highway Safety Plan
HVE	High Visibility Enforcement
LGO	Lieutenant Governor's Office
MAP-21	Moving Ahead for Progress in the 21st Century Act
MCSAP	Motor Carrier Safety Administration Program
MMUCC	Model Minimum Uniform Crash Criteria
NAWHSL	National Association of Women Highway Safety Leaders
NEMSIS	National Emergency Medical Service Information System
NHTSA	National Highway Traffic Safety Administration
OMB	Office of Management and Budget
OP	Occupant Protection
P&A	Planning and Administration
PCR	Patient Care Report
PI & E	Public Information and Education
PSAs	Public Service Announcements
RFP	Request for Proposal
SAFETEA-LU	Safe, Accountable, Flexible, and Efficient Transportation Equity Act: A legacy for users
SC	Superior Court
SFST	Standardized Field Sobriety Test
STT/STJ	St. Thomas/St. John District
STX	St. Croix District
TR	Traffic Records
TRCC	Traffic Records Coordinating Committee

USVI	United States Virgin Islands
VI	Virgin Islands
VIEMS	Virgin Islands Emergency Medical Services
VIOHS	Virgin Islands Office of Highway Safety
VIPD	Virgin Islands Police Department
VITEMA	Virgin Islands Territorial Emergency Management Agency (VITEMA)
VMT	Vehicle Miles Traveled

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MISSION

The mission of the Virgin Islands Office of Highway Safety (VIOHS) is to assist in the safe passage of all roadway users in the Virgin Islands by identifying traffic safety problems and therein developing and implementing safety programs designed to reduce death and injury on the United States Virgin Islands (USVI) roadways through partnerships with local, district, regional, and private sector agencies as the territory moves forward to zero traffic fatalities.

EXECUTIVE SUMMARY

The US Virgin Islands is comprised of three islands with a population of 106,405 residents and a land area of 133 square miles. The Highway Safety Act of 1970 established the National Highway Traffic Safety Administration (NHTSA) as the federal agency dedicated to achieving the highest standards of excellence in motor vehicle and highway safety. The Virgin Islands Senate legislated that the Virgin Islands Office of Highway Safety (VIOHS) would be responsible for developing and implementing, on behalf of the Governor of the Virgin Islands, the Virgin Islands Highway Safety program. To achieve this mission, the VIOHS promotes territory traffic safety programs through education, enforcement activities and behavior modification by administering and coordinating funding for the Territory of the US Virgin Islands.

The VIOHS manages grant funding from NHTSA in partnership with public and private entities and highway safety programs are developed and implemented to reduce traffic crashes, injuries, property damage and subsequent deaths. These programs include strategies associated with traffic enforcement, public education and awareness, media campaign and community interaction. Programs can be far reaching and part of an overall approach or they can be specific with short-term approaches.

The Federal Fiscal Year (FFY) 2017 Highway Safety Plan (HSP) addresses the national priority program areas identified by the National Highway Traffic Safety Administration (NHTSA) and the Governors Highway Safety Association (GHSA). The following program areas will be addressed by the VIOHS in FFY 2017: Occupant Protection, Impaired Driving, and Traffic Records with funding from §402, MAP 21- §405, §406 and §408, with §402 being the primary source of funding for these programs. Progress in meeting our goals and objectives is measured based on ten (10) core performance measures agreed upon by NHTSA and GHSA, one (1) behavior measure and three (3) activity performance measures.

The purpose of the VIOHS is to assist in the reduction of crashes throughout the Territory. The primary function of the VIOHS includes:

- **Administration** – The management of all NHTSA funds (e.g., §402, §405, §406, and §408) local funds (non-matching), the distribution of these funds to sub-grantee agencies, and preparation of the annual Highway Safety Plan, Traffic Records Plan and Highway Safety Plan Evaluation.
- **Problem Identification** – Collection, analysis and evaluation of data to identify the actual and

potential traffic hazards and the development of effective countermeasures.

- **Leadership and Technical Assistance** – Providing training and technical assistance to local partners, and monitoring and evaluating grantee performance for maximum effectiveness, and leading conditions in the territory that show promise to impact highway safety.

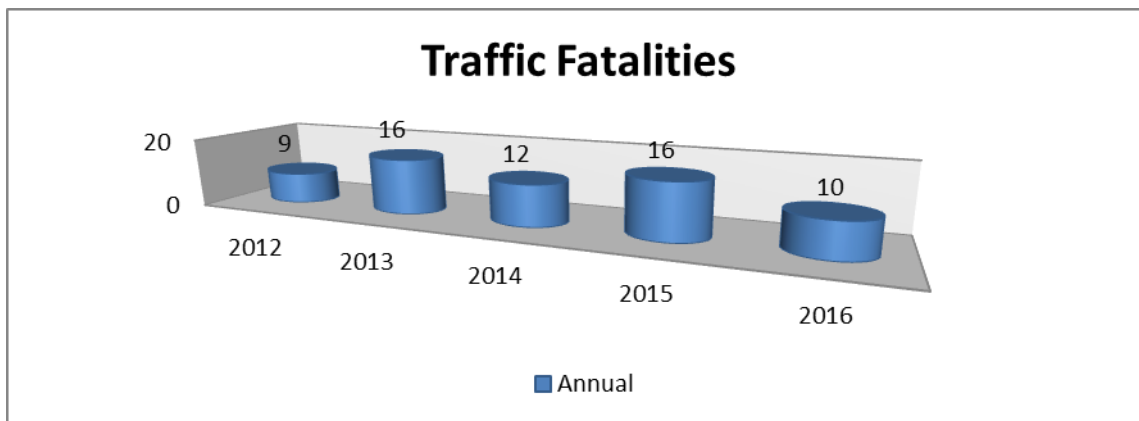
Core Performance Measures

Measure	Five-year moving average, 2010-2014(from HSP)	2016 target/goal (from HSP)	Current FY 2016
Traffic Fatalities	11	10	10
Serious Injuries	13	12	16
Unrestrained occupant fatalities	3	2	2
Impaired driving/riding fatalities	1	0	2
Speeding-related Fatalities	4	3	4
Motorcyclist Fatalities	2	1	2
Unhelmeted Motorcyclist Fatalities	1	0	0
Drivers <21 involved in fatal crashes	0	0	0
Bicycle Fatalities	0	0	0
Pedestrian Fatalities	4	3	1
Observed seat belt use	78.5%	80%	79% (preliminary)
Seat belt citations issued during grant-funded enforcement activities	LEAVE BLANK		943
Impaired driving arrests made during grant-funded enforcement activities			13
Speeding citations issued during grant-funded enforcement activities			91

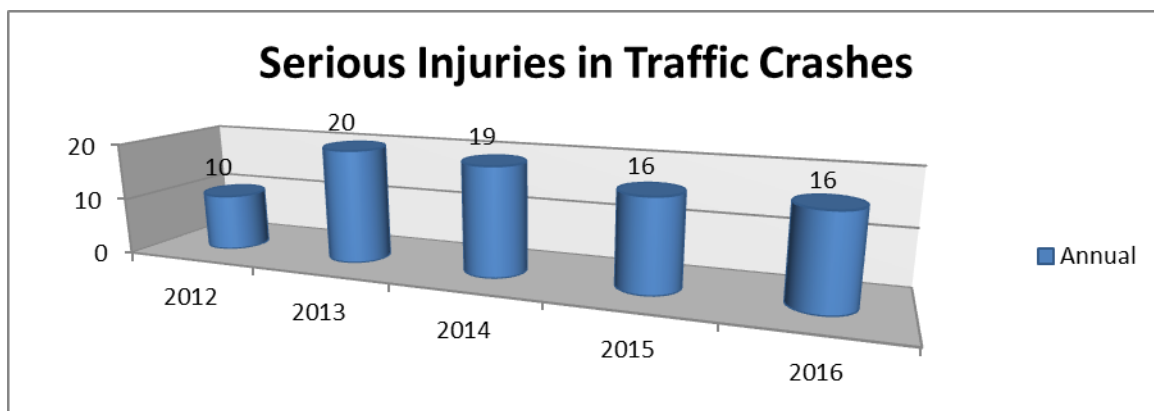
PERFORMANCE MEASURES

The process of setting traffic safety improvement goals and their measurements begins with the gathering of traffic data. For most of the core performance measures, data is gathered and analyzed for the five (5) most recent years available. Additionally, recent performance and trends are analyzed. Trends from the previous two years are looked at more closely. Some obvious questions are asked; Are the more recent years trending up or down to a greater or lesser degree? Goals are also influenced by the size and magnitude of the programs that are being put in place to be addressed.

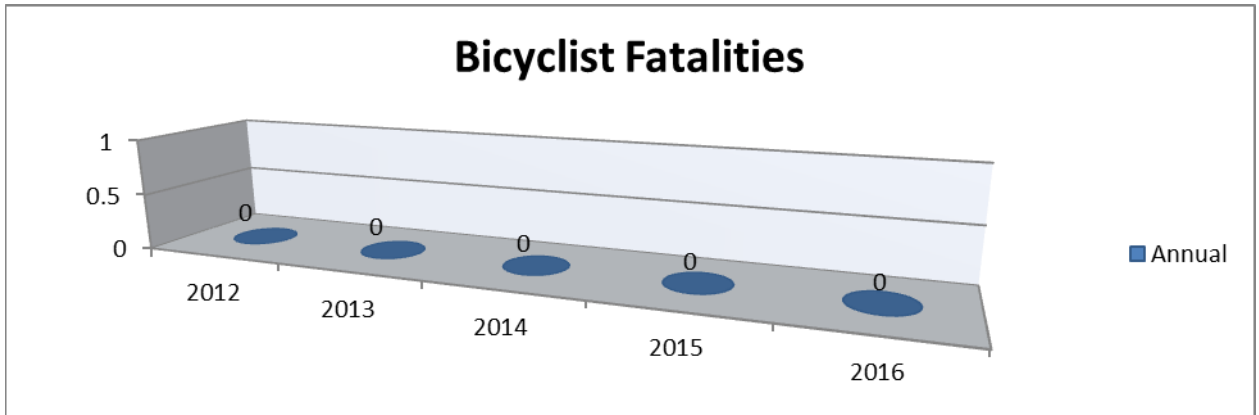
1. To decrease traffic fatalities (vehicles) by nine percent (9%) from the 2010-2014 calendar year base average of eleven (11) to ten (10) using the performance measure of total number of traffic fatalities. The targeted goal of ten (10) was met as there were ten (10) traffic fatalities that were recorded for the FY 2016. Moreover, there was a 37.5% decrease from the FY 2015 fatalities number of sixteen (16) to ten (10).



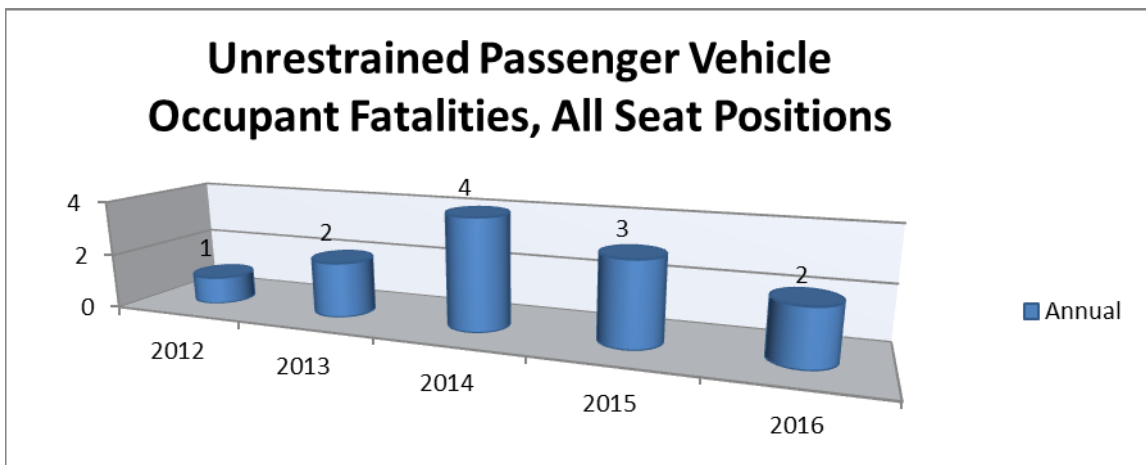
2. To decrease serious traffic injuries by eight percent (8%) from the 2010-2014 calendar base year average of thirteen (13) to twelve (12) using the performance measure of total number of serious injuries. This goal was not met as there was an increase from the average of thirteen (13) to an actual number of sixteen (16) which represents an increase of 23.08% of the average. However, the actual number remains the same of that of FY 2015 that reflected sixteen (16) cases of crashes involving serious traffic injuries when evaluating FY 2016.



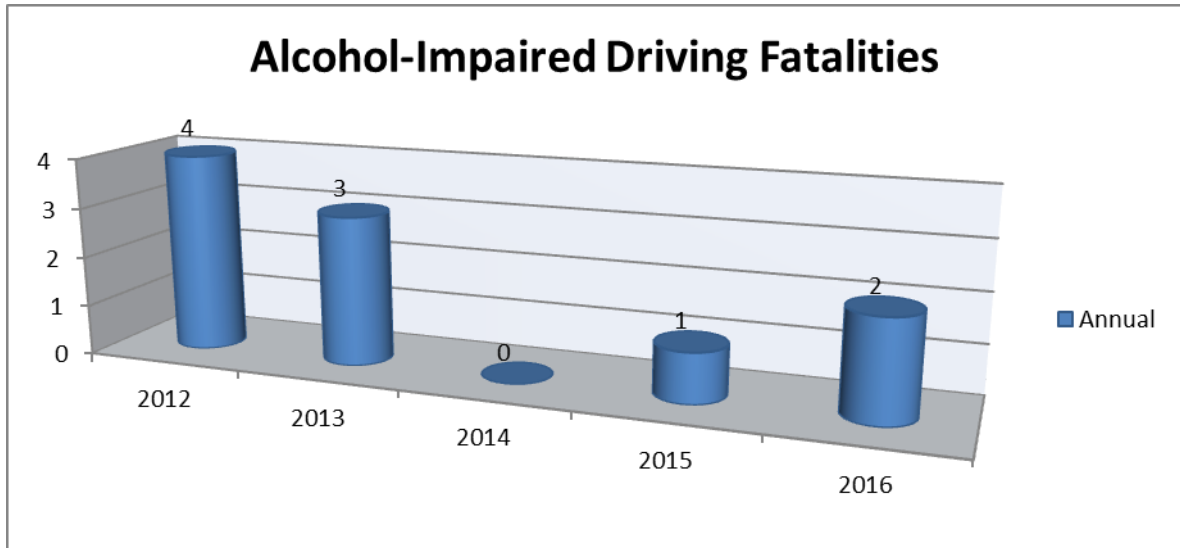
- To maintain bicycle fatalities percent of zero (0) from the 2010-2014 calendar base year using a performance measure of capturing the total number of bicycle fatalities if any. This goal was met this year as bicycle fatalities remained at zero (0) for FY 2016.



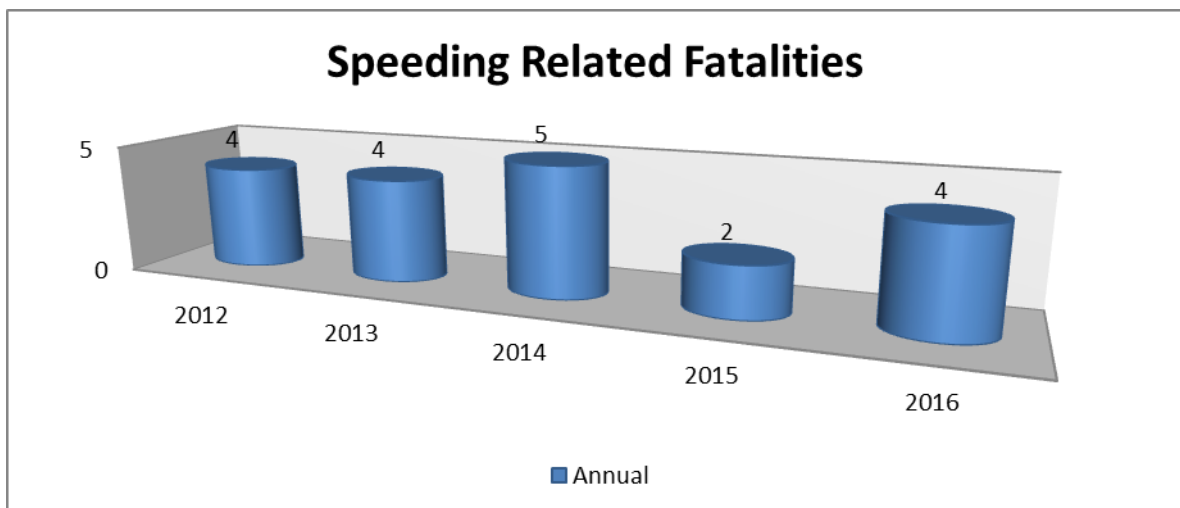
- To decrease unrestrained passenger vehicle occupant fatalities in all seating positions by thirty-three percent (33%) from the 2010-2014 calendar base year average of three (3) to two (2) using a performance measure of capturing the total number of unrestrained passenger vehicle occupant fatalities. During this fiscal year, the goal was met. There was a reduction in the amount of unrestrained passenger vehicles occupant fatalities by 33.33% from three (3) to two (2).



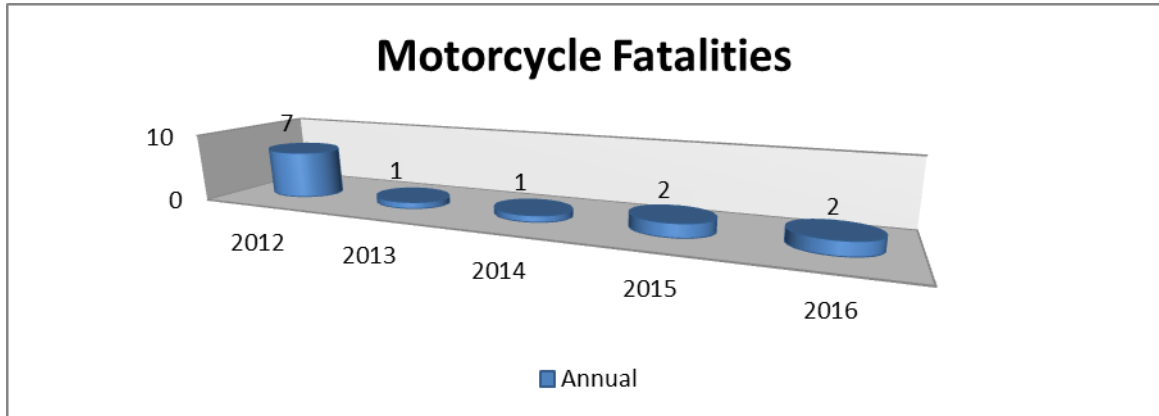
- To decrease alcohol impaired driving fatalities by one-hundred percent (100%) from the 2010-2014 calendar base year average of one (1) to zero (0) using a performance measure of capturing the total number of alcohol impaired driving fatalities. During this fiscal year, the goal was not met. Unfortunately, there was a two hundred percent (200%) increase from the targeted goal of zero (0) to two (2) when looking at the base year average; and a one hundred percent (100%) increase from FY 2015 number of one (1) to two (2) alcohol impaired driving fatalities.



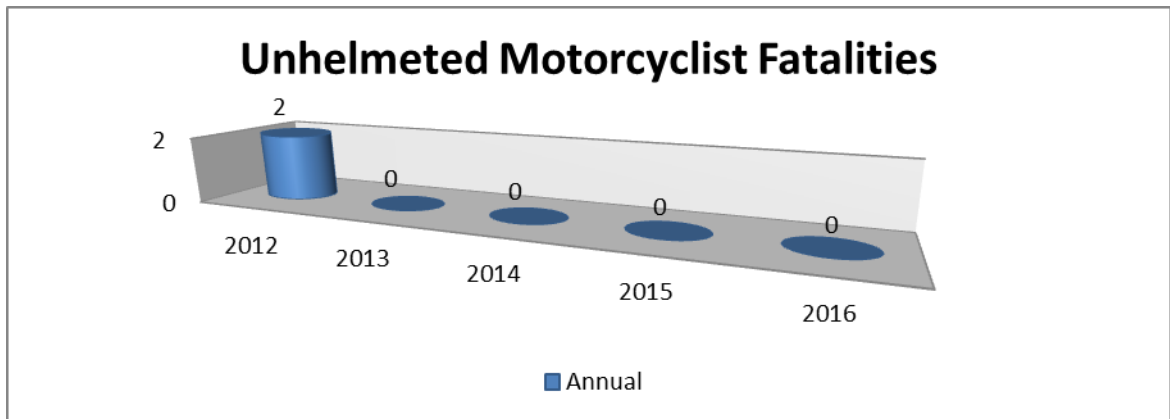
- To decrease speeding-related fatalities by twenty-five percent (25%) from the 2010-2014 base year average of four (4) to three (3) using the performance measure of a total number of speeding-related fatalities. This goal was not met this fiscal year. Instead of a reduction from four (4) to three (3), there were four (4) speeding-related fatalities in FY 2016. Hence, no percentage changes in reaching the goal. On the other hand, there was a 50% increase from the FY 2015 number of two (2) to four (4).



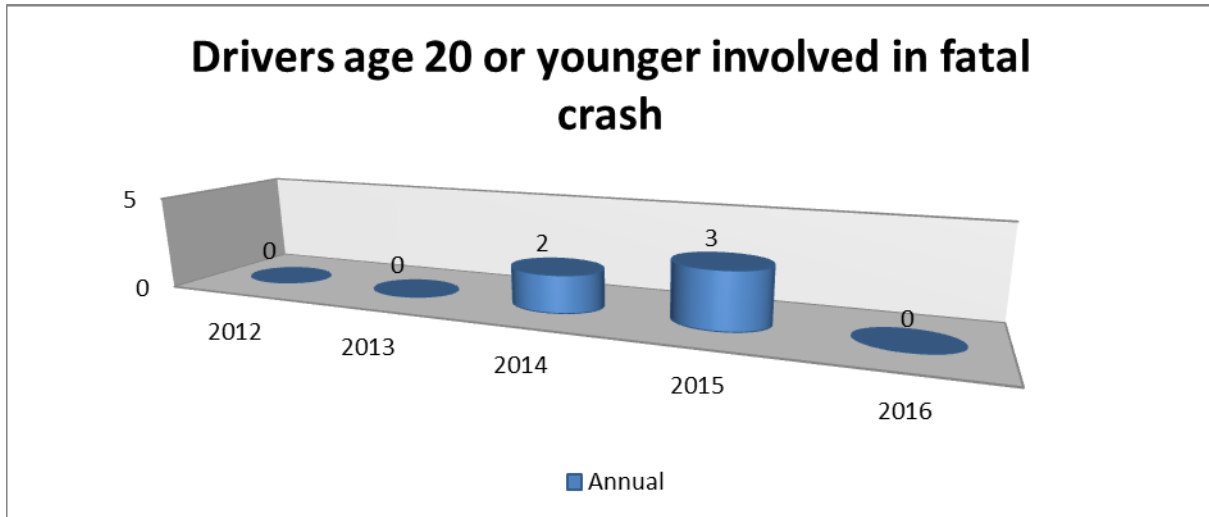
7. To decrease the number of motorcyclist fatalities by fifty percent (50%) from the 2010-2014 calendar base year average of two (2) to one (1) using the performance measure of a total number of motorcyclists fatalities. This was not met. Instead of having a reduction, the amount of motorcyclist fatalities remained the same with two (2). Thus, no percentage changes.



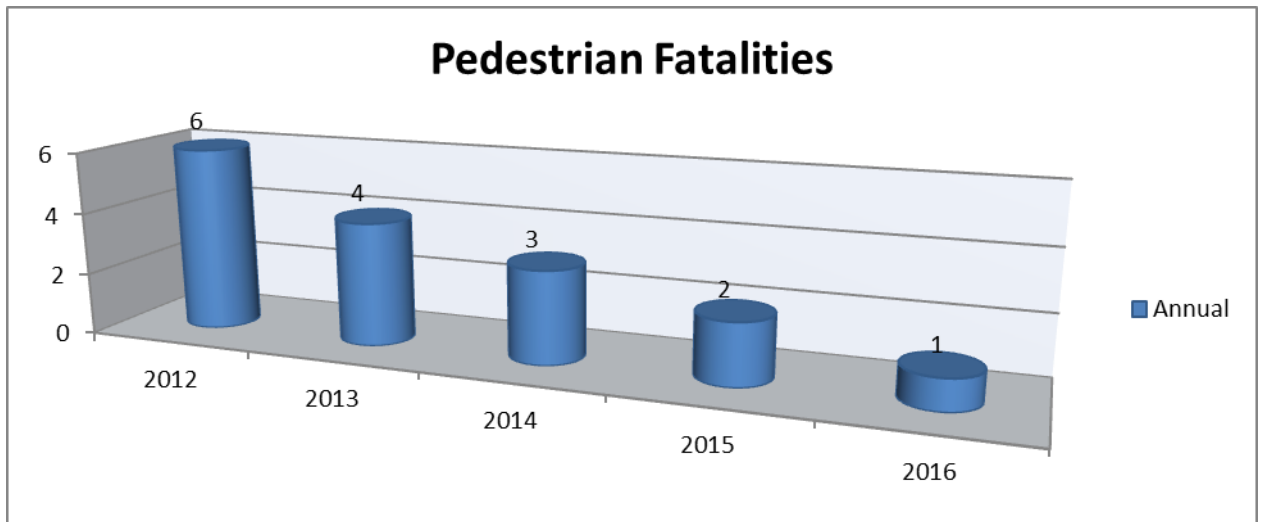
8. To decrease the number of Unhelmeted Motorcyclist Fatalities by one hundred percent (100%) from the 2010-2014 calendar base year average of one (1) to zero (0) using the performance measure of a total number of unhelmeted motorcyclists fatalities. This goal was met, there was a one hundred percent (100%) reduction in the amount of unhelmeted motorcycle fatalities. The number of fatalities in FY 2015 that were caused by unhelmeted motorcycle drivers was zero (0) and positively remained the same of zero (0) for FY 2016.



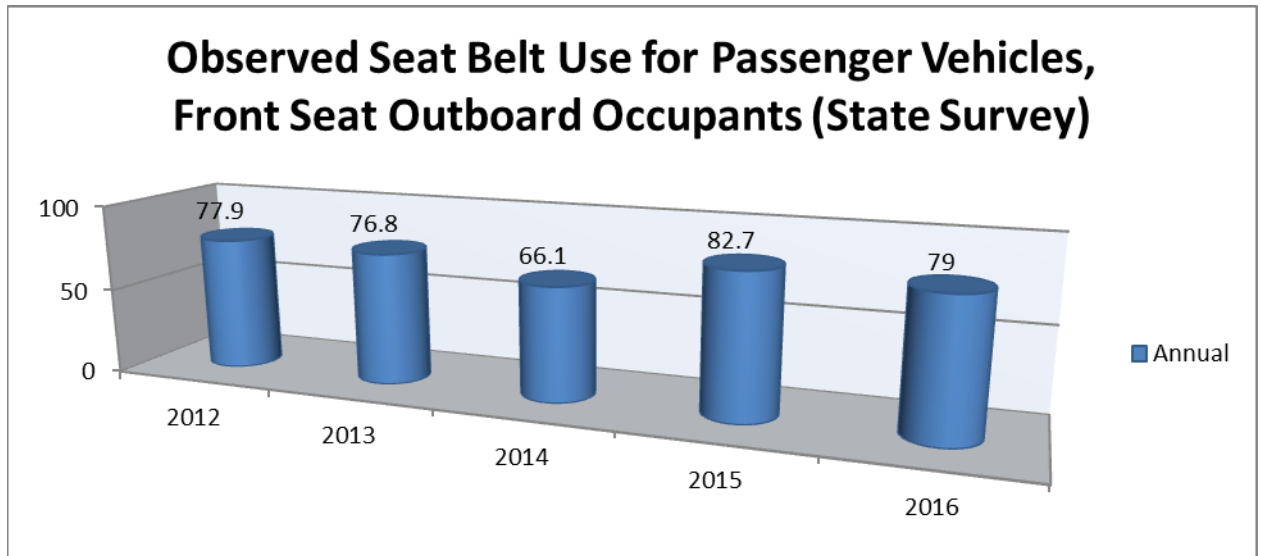
9. To maintain the number of drivers age twenty (20) or younger involved in fatal crashes of zero (0), from the base line calendar year of 2010 - 2014 using the performance measure of a total number of drivers age twenty (20) or younger involved in fatal crashes. This goal was met, as the number of drivers age twenty (20) or younger involved in fatal crashes remained at zero (0) for FY 2016.



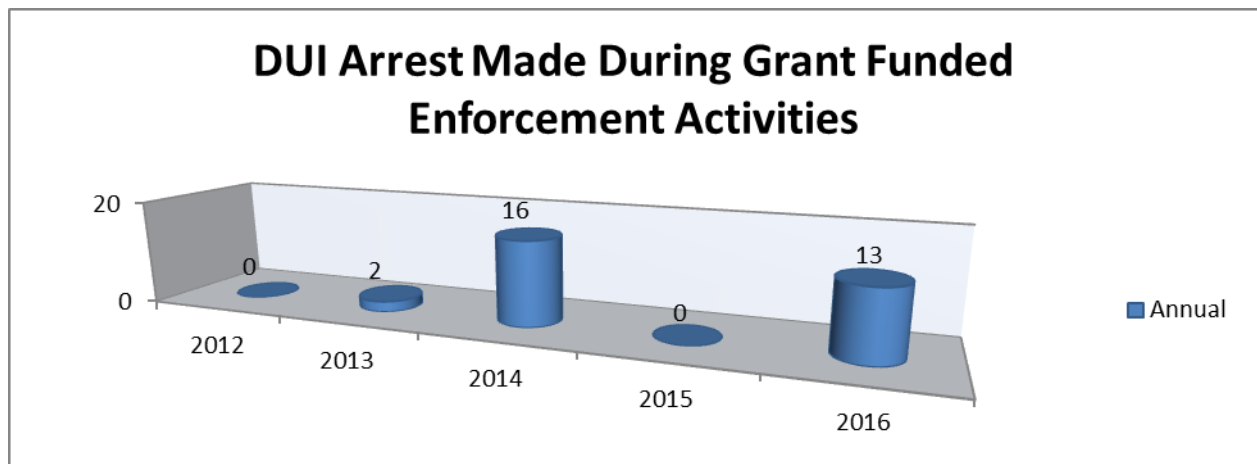
10. To decrease pedestrian fatalities twenty percent (20%) from the 2010- 2014 calendar base year average of five (5) to four (4) using the performance measure of a total number of pedestrian fatalities. This target was met for the fiscal year where there was a seventy-five percent (75%) decrease from the targeted amount of four (4). The FY 2016 pedestrian related fatality was one (1) which also yielded a fifty percent (50%) reduction from the two (2) in FY 2015.



11. To increase territory-wide observed seatbelt use of front seat outboard occupants in passenger vehicles by four (4) percentage points from the 2010- 2014 calendar base year average usage rate of 66.1 percent (66.1%) to 70 percent (70 %) using the results of the 2016 seat belt survey results. The 2016 Seat belt survey data collection has been completed. The preliminary results have been received and showed 79 percent (79%) as the rate. The data is currently being reviewed by the Statisticians hired by the contractor. Information will be updated once the numbers are received.



12. To increase territory-wide impaired driving arrests during grant funded enforcement by one percent (1%) from the 2010 - 2014 using the performance measure of a total number of impaired driving arrests. This goal was not met. During the grant funded initiatives the amount of DUI arrests were thirteen (13) from FY 2015 number of zero (0).



PROJECT CONTRIBUTIONS TO MEETING HIGHWAY SAFETY TARGETS

Planning and Administration – USVI

Awarded: \$224,239.89

Expended: \$143,019.08

\$402

Highway Safety project funded in the USVI supervises three (3) program coordinators by funding source \$402, \$405, and \$408 in FY 2016.

The goals of the Planning and Administration program are to provide the management supervision and support services for the activities necessary to operate the traffic safety program in the Territory of the United States Virgin Islands and to propose traffic safety legislation aimed at increasing awareness dangers of “risky” traffic safety behaviors, thereby reducing fatalities and increasing seat belt usage.

Objectives

- To provide leadership and resources for the development and implementation of the traffic safety programs during Fiscal Year 2016.
- To attend trainings, conferences, and webinars during Fiscal Year 2016 that would enhance the overall job performance of the OHS as stipulated by the National Highway Traffic Safety Administration (NHTSA).
- To conduct at least 6 media events to publicize all locals and national enforcement initiatives whether or not they are funded by VIOHS by September 30, 2016.
- To prepare financial vouchers, Highway Safety Plans (HSP) and annual reports before the designated due dates applicable and before the end of Fiscal Year 2016.

Results:

The VIOHS Planning and Administration (P &A) program was able to achieve most of the grant objectives in FY 2016. Primarily, the VIOHS Director held several staff meetings during the fiscal year to discuss Program updates as well as other office related information. Meetings were held on January 12, 2016, March 15, 2016, April 8, 2016, May 4, 2016, June 3, 2016, and July 29, 2016. Agendas and sign-in sheets are available for meetings that were held. Coordinators used an open door policy to discuss programmatic difficulties that may have existed within the programs and its approved sub-grantees. Hence, one-on-one meetings were not conducted as slated. Staff were given a day where one-on-one meeting would be held between them and the Director to discuss program related progress, to ensure program goals are being met not only from the Management grants but sub-granted grant under each of the respective programs. Programs developed ensured that all goals were measurable and attainable. Site visits were not conducted on a monthly basis. However, there were many telephone and email informal monitoring that was done by the team to warrant tracking of the program activities that were approved. Program specific guidance letters were submitted to sub-grantee during the fiscal year to address shortfalls that occurred during the fiscal year as observed through forms of monitoring. During the fiscal year, the P&A program managed and developed vouchers, the annual Highway Safety Plan for Fiscal Year 2017, as well as program evaluation. During this fiscal year, the VIOHS was at risk for losing FY 2013 MAP-21 funding. As a result, the 2017 Grant Proposals were developed to ensure that the projects were developed to account for the funds that were deemed in jeopardy. The VIOHS staff collaboratively looked at all proposals to guarantee that all expenses within the projects were realistic and achievable.

During the course of the fiscal year the Director of the VIOHS, and the Fiscal Officer (staffed under the P & A program), the VIPD Commissioner, the Chief Financial Officer, the VIPD Grants Manager, and the Districts

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Chiefs from the St. Croix and the St. Thomas/ St. John districts respectively, attended several trainings throughout the fiscal year. Trainings attended were the *LifeSavers National Conference*; the *GHSA Annual Meeting*; and the *National Highway Traffic Safety Region 2 and the US Virgin Islands Office of Highway Safety: Charting a Strong Future: the US Virgin Islands Highway Safety Programs*. The trainings afforded the Director and others involved in the daily operations of Highway Safety the opportunity to be trained and gather a better understanding of the program requirements to operate a functional and compliant Highway Safety Office. The information gathered from each of the trainings was shared with staff and provided guidance to enhance the effectiveness of the operations of the office. Moreover, reports were completed to provide the Office of the Commissioner to highlight best practices learned from the trainings and what would be altered as an outcome of attending the courses. The NHTSA training schedule was also provided to staff to assist them to determine the best trainings for their program areas to make them effective and efficient program Coordinators in putting into effect best practices for each program areas they are assigned to. GHSA newsletters were received by staff to keep up with program changes, especially those that were relevant to the Territories. Webinars (some conducted by the Region) were also attended during the fiscal year. The technical assistance visit to White Plains, New York was deemed very beneficial for the VIOHS. One important factor from the workshop was that NHTSA and the VIOHS agreed in order for the program to succeed, increased outreach to external partners is essential. The VIOHS identified key partners that must have an active input and/or a specific role in formulating the Highway Safety Plan and implementing programs throughout FY 2017 and beyond. Office specific timelines to be followed were also selected as a result of this meeting. Finally, pointers, guidance, and testimonials were beneficial particularly when it came to recording and performing required high visibility enforcements for grant funded and non-grant funded activities. This yielded capacity building for the occupant protection program.

The VIOHS Planning and Administration project aimed to meet the objective of conducting at least six (6) media events that will publicize local and national initiatives that were grant funded and non-grant funded. This was fully achieved. The Alcohol program and Occupant Protection Program did have press conferences that publicized the national initiatives that would occur. Additionally, the VIOHS Director in conjunction with enforcement officers did several public outreaches to the public using the local news stations and the Government Access Channel to speak about highway safety initiatives and Territory data. Radio shows, and newspaper ads were also used to get the word out of ongoing and upcoming initiatives, but to shed light and educate on the importance of roadway safety. The details and results of this objective will be discussed in details under the related sections of this report.

In past fiscal years, the Virgin Islands Office of Highway Safety was not submitting vouchers to NHTSA for reimbursement, providing the needed review and oversight of its financial management responsibilities, or meeting slated deadlines. As such, the VIOHS Director set an objective to assure the required minimum responsibilities of the Highway Safety Office were met, including preparing financial vouchers, Highway Safety Plans, and annual reports within applicable deadlines. Thus far, there have been twenty (20) vouchers that have been prepared and submitted in FY 2016, and an approved FY 2017 HSP and the preparation and submission of an annual report has been done in advance of deadlines. Hence, the objective was achieved.

FY 2017 Corrective Measures

Just as this area had successes, there were some shortfalls that occurred:

- (1) Monthly one-on-one meetings with the Director were not kept. As a corrective action the Director will make certain that meetings are adhered to. Close monitoring and personalized technical support will be the intended outcome of this correction.
- (2) In addition, VIOHS Policies and Procedures Manual require monthly onsite visits of all its sub-grantees, followed by a letter from the Director that evaluates progress. Monitoring visits are critical to assure the VIOHS can reasonably assure compliance issues are identified and resolved, and can serve as a prevention method to be able to address all short falls that may occur during the fiscal year of all approved projects. As a corrective measure under this process that has improved, the VIOHS Director will make personal visits to sub-grantees to conduct technical assistance and provide additional guidance if necessary (especially with enforcement projects) to ensure that all task, goals, objectives, and activities are conducted fully based on what was approved.

- (3) Increasing public awareness and dissemination of public information is necessary for the public to grow its understanding of traffic safety, and aid VIOHS in reaching program goals. Consequently, the VIOHS will work with the current Public Information Officer (PIO) that has been hired full-time by the VIPD on developing a comprehensive media plan to disseminate information.
- (4) The VIOHS will work on the submission of vouchers on a more frequent basis. Spending will be increased within the first three (3) quarters of the fiscal year, to avoid vast amounts of vouchers at the end of closeout for the year. Additionally, vouchers will have an attached task report that covers the period being vouchered. The report will provide a synopsis on the activities performed by the staff during the reporting periods.
- (5) On the Planning & Administration aspect of the program, the VIOHS Director will request for the VIPD's enforcement grants Project Directors to provide backup documentation after each mobilization to the VIOHS. This will allow increased accountability on the oversight of mobilizations being conducted within the Fiscal Year.
- (6) The VIOHS currently has several vacancies. The Traffic Records Coordinator was selected in August 2016. However, there is an extensive background investigation/check that occurs. Upon completion of the process for the selected employee, the offer was declined. On the other hand, the Impaired Driving Program Coordinator resigned in October 2016. Both positions have been advertised and are set to be closed on December 29, 2016. Interviews will be conducted within two weeks of the close date. To alleviate and expedite the background investigation/check process, the VIPD Commissioner has mandated the VIPD's Bureau of Internal Affairs to prioritize candidates that will be selected for the vacant positions. As such, there is not a full staff to provide all VIOHS related tasks and program improvements. However, the VIOHS will continue to work with the VIPD's Human Resources Bureau to ensure that all vacancies are filled within a reasonable time. Discussions were also held with the VIPD Commissioner to recruit a Law Enforcement Liaison as well. This is expected to be filled by the second quarter of the fiscal year. Moreover, the Data Analyst position will be advertised beginning the week of January 9, 2017.



Administration

Alcohol Safety Program Management – USVI

Awarded: \$175,791.24

Expended: \$150,204.50

\$402

In an effort to reduce impaired driving crashes, arrests, and injuries for Fiscal Year 2016 while maintaining zero fatalities with funding from the VIOHS, the Virgin Islands Police Department will continue to collaborate with the Alcohol Safety Coordinator to conduct various activities such as Alcohol Enforcement on one (1) crackdown initiative: National Crackdown on Impaired Driving (Labor Day – August to September). Also, the Alcohol Safety Coordinator will continue to increase drunken driving awareness through public information and education in the Virgin Islands community.

Objectives

- To provide technical support to the project managers and closely monitor their grants in order to comply with the applicable federal requirements; To conduct quarterly on-site monitoring activity on each sub-grantee project by the end of Fiscal Year 2016, in order to evaluate the effectiveness and efficiency, and to report the findings; To provide a detailed, written report of each on-site monitoring activity to the Administrator at the end of each visit with the sub-grantee during Fiscal Year 2016.
- Develop a comprehensive Public Information and Education Campaign on drunken driving prevention; Conduct Public Information and Education within the Territory through two (2) National DUI Initiatives and four (4) local events for Fiscal Year 2016.
- To combat underage and elder drinking and educate youth and the public on the dangers of drinking and driving.
- To enhance knowledge of programmatic changes, advances in highway safety, successful programs and emerging safety issues.

Results:

The Alcohol Program Management grant was able to achieve most of its goals during the fiscal year. To begin, there were several technical assistance meetings/visits provided to sub-granted programs under the Alcohol Program. The aid was offered for each sub-grantee during the following dates October 1 & 26, 2015; November 3, 2015; December 10 & 16, 2015; January 14 & 20, 2016; February 12, 25, & 26, 2016; March 16 & 30, 2016, April 1, 19, & 22, 2016; May 5, 2016; June 1, 17, & 29, 2016; July 13, 19, & 29, 2016; August 29, 2016; and September 1 & 9, 2016 respectively. These dates mentioned above included on-site monitoring, telephone monitoring, scheduled and un-scheduled spot checks, as well as follow-up visits. Documentation of these encounters was done through work load logs that shows the areas that were covered; the results; and corrective measures if deemed necessary. This section also required for quarterly on-site monitoring to be done to observe the progress of the programs and capture any shortcomings that may jeopardize the goals and objectives of the approved programs. This was done more on a monthly basis instead of a quarterly basis and served its intended purpose. The Coordinator followed up after every monitoring and/or spot checks that were done throughout the fiscal year by providing a detailed, written report on each monitoring activity done and provided it to the sub-grantees. Another initiative under the section was to develop a comprehensive Public Information and Education Campaign on drunken driving prevention through two (2) National DUI initiatives and four (4) local events for the fiscal year. A comprehensive media plan was not developed during this fiscal year. The intent is to have the VIOHS develop one inclusive of all its programs. This will ensure that the public remains informed and educated throughout the year. Granting that the plan was not done, the program was still

able to conduct two national initiatives. The events were the *Drive Sober or Get Pulled Over Campaign*. Participation in these was done between December-January and July during the 4th of July weekend. Both events started off with a press conference. The press conferences discussed the Office of Highway Safety Drive Sober Initiative. The press conferences announced the national crackdown on drunk driving and highlighted the dangers of driving while drunk. Public awareness of this activity was also made public through publishing in local and online newspapers respectively (The St. Croix Avis; The Virgin Islands Daily News; The Island Trader; and the St Croix Source). Television coverage was done with showing the inside of the DUI van that was purchased for enforcement activities and explaining the Intoximeters and the field sobriety testing process. Additionally, banners displaying the messages "*They'll See You Before You See Them-Don't Drink and Drive...Drive Sober or Get Pulled Over*" were strategically placed throughout the island of St. Croix and St. Thomas to promote the activity. Pamphlets that promoted the deterrence of DUI related behaviors were distributed. The program intended to provide outreach to combat underage and elder drinking and educate youth and the public on the dangers of drinking and driving. This goal was partially met. Educational presentations were done during the month of May at the Arthur A. Richards School. The targeted population was for students that were considered to be at-risk. The topics of discussion were about "*Life Choices*"; and "*7 Tips to Start the Conversation*." These were areas that covered the dangers and the consequences of underage drinking. Positive reinforcement was done through utilizing some of the scenarios from what was purchased from the SIDNE program to drive the points home through the use of hands-on experiences of what happens when impaired. Additionally, there were no pre-and-post surveys that were recorded. However verbal responses were provided to scenarios that were provided to participants before and after presentations. Another positive venture that happened under this program was the development of an *Alcohol Safety Task Force*. There was one meeting that was held with the task force that aimed on looking at ways to expand the Impaired Driving program. This task force consists of five members that represent the VI Department of Health; the VI Department of Education and the St. Croix Mission Outreach. Unfortunately, there was no outreach that was done to address the elder drinking population under this program in FY 2016.

Last but not least, the program anticipated for the participation in *Traffic Safety Institute* trainings and *Lifesavers Conference* that will enhance the overall job performance of the Alcohol Safety Coordinator. During the fiscal year, the attendance of the *Lifesavers Conference* was done during this fiscal year. The Lifesavers Conference provide the Coordinator with the opportunity to network and learn of best practices to be implemented within the fiscal year of research, and policy initiatives that are proven to work.

FY 2017 Corrective Measures

The need for improvement is something the program recognizes should be conducted to accomplish said goals. The Impaired Driving Management program, did not achieve its goal of implementing a Comprehensive Media Plan. To correct this the VIOHS Director will work with the VIPD's Public Information Officer to rollout a plan to run through the fiscal year to include not only the Impaired Driving program, but all NHTSA funded programs and activities. A success of this will be to address the elder driving population which was not done during FY 2016. Mentioned above, was the fact that only one meeting was held for the fiscal year with the "*Alcohol Program Task Force*." When the Coordinator is hired, the meetings will resume and an aggressive recruitment will be done to expand the stakeholders on the task force. Additionally, trainings that are approved under this program for FY 2017 will be attended to certify that the individual hired is trained to maximize productivity.

Alcohol Enforcement – St. Croix, USVI

Awarded: \$174,481.91

Expended: \$6,110.19

\$402

The Traffic Investigation Bureau (TIB) is an entity within the VIPD, with the goal of providing for safe roads and highways for all who use them. The goal is to reduce the amount of crashes and traffic violations through aggressive traffic enforcement initiatives and media announcements.

Objectives

- To conduct 20 checkpoints to aid in the decrease of DUI crashes by 50% from 36(ReportBeam) in Fiscal Year 2015 to 18 by September 30, 2016.
- Increase public awareness and education about impaired driving during four (4) National Mobilizations by utilizing media outlets during Fiscal Year 2016.
- To train one (1) officer as an Instructor for the DUI Instructor Course on Standardized Field Sobriety Test (SFST) operation; and two (2) officers on the maintenance of the Intoximeter EC/IR II by September 30,2016.

Results

The St. Croix Alcohol Enforcement grant program had the intent of completing several tasks to help them achieve results during the fiscal year. To begin the program proposed to conduct initiatives during the following periods: December 16, 2015 – January 1, 2016; February 7, 2016; February 12 – 15, 2016; March 17, 2016; March 18-20, 2015; May 5-8, 2016; July 1-3 & 5, 2016; July 4, 2016; and August 17- September 5, 2016. Of these, the sub-grantee conducted initiatives on February 7, 2016; February 12, 2016; March 17, 2016; and July 1-2, 2016. During these initiatives, a total of one hundred and thirty two (132) hours and yielded the following citations: eighteen (18) Seatbelts; seventeen (17) Tint; nineteen (19) Registration; eleven (11) Insurance; three (3) Driver's License; four (4) Other Citations; one (1) Arrest; and sixty (60) Interventions. Field Sobriety Tests were also conducted for all motorists that were suspected of consuming alcohol. The results and the dates the enforcement activities that were conducted were farfetched from the approved/proposed activities. The checkpoints were designed with intent to curb and decrease the total amount of DUI related crashes from thirty six (36) to eighteen (18). Instead of a decrease there has been a significant increase from thirty six (36) to two-hundred and thirty two (232) DUI crashes.

The other objective was to increase public awareness and education about impaired driving during (4) four National Mobilizations. Of the four (4) periods that activities were conducted, March and July initiatives had press conferences and media coverage. As previously mentioned, the press conferences discussed the Office of Highway Safety Drive Sober or Get Pulled Over Initiative. The press conferences announced the national crackdown on drunk driving and highlighted the dangers of driving while drunk. Public awareness of this activity was also made public through publishing in local and online newspapers respectively (The St. Croix Avis; The Virgin Islands Daily News; The Island Trader; and the St Croix Source). Television coverage was done with showing the inside of the DUI van that was purchased for enforcement activities and explaining the Intoximeters and the field sobriety testing process. No educational materials were distributed and no radio talk shows regarding the dangers of drunken driving were conducted during the fiscal year.

The next action item was to have one (1) officer trained as an Instructor for the DUI Instructor Course on Standardized Field Sobriety Test (SFST) operation; and two (2) officers on the maintenance of the Intoximeter EC/IR II by the end of the fiscal year. This objective was not met. Staff changes in the Traffic Division hindered this from happening.

FY 2017 Corrective Measures

As shown above, funds were not expended as they were intended to. As a corrective measure, the VIOHS will ensure the initiatives sought for FY2017 will include high visibility checkpoints and saturation patrols throughout the Territory during the National Highway Traffic Safety's Mobilization scheduled dates and during local holidays as sustained enforcement initiatives are conducted during the approved time periods. Revamping of resource deployment under this program will be done. Based on the data gathered, police officers and supervisors will be deployed in areas identified as the most prevalent for crash occurrence. This will include, but is not limited to, the fluctuation of the times the enforcement activities are done and locations as well. Proposals have been written for enforcement initiative to occur with a scheduled amount of officers and supervisors to work initiative. As a corrective measure, the VIPD Commissioner will direct Chiefs to place overtime patrols on traffic enforcement details, as established by the Traffic Commanders in conjunction with VIOHS campaigns. These initiatives as an expansion effort will be carried out through the involvement of other law enforcement agencies. The previous Traffic Commander within the St. Croix District is out on extended leave and intends to retire from the Department. More importantly, a new Traffic Commander has been assigned. The VIOHS will work closely with the new Lieutenant to ensure that all of the activities, goals and objectives in the 2017 grant proposal are met. Training is essential as the initiatives that will be conducted will be tailored to save lives, prevent traffic injuries. In-service trainings will continue to occur throughout the Fiscal Year and will be offered through the VIPD as refreshers. Specialized certification trainings of officers as Drug Recognition Expert (DRE), SFST and Advanced Roadside Impaired Driving Enforcement (ARIDE), will be conducted. The VIOHS through this proposal will continue to support training programs to improve the detection and arrest of drugged drivers. There is a dire need for officers to receive specific trainings to ensure that they are competent and equipped to perform alcohol related tasks. Having well trained officers skilled in the detection and identification of impaired persons by alcohol and/or drugs will increase the number of DUI arrests made during grant funded and non-grant funded initiatives. With a focus shift and expansion efforts, officers will not only be trained from the Traffic Bureau of the VIPD, but from other bureaus within the department, eliminating patrol officers' inability to intervene when offenses are encountered. Therefore the VIOHS will propose to have the specified trainings conducted within the Territory in the St. Croix and St. Thomas/St. John Districts respectively.

The Drug Recognition Experts (DRE) training will be conducted for officers from the St. Croix and St. Thomas/St. John Districts. The VIPD/VIOHS will host the training in the Territory to accommodate the maximum amount of officers that can attend the training. The class sizes will be for 25-30 officers selected by the Chiefs of each District for officers to go through the 40-60 hour certification training.

Additionally, the same approach will be proposed for the Advanced Roadside Impaired Driving Enforcement (ARIDE) training that will coincide with what was learned between the SFST and DRE courses to provide the officers with a general knowledge related to drug impairment. The class sizes will be for 25-30 officers that will also be selected by the Chiefs of each District for officers to go through the 16 hour training course.



Alcohol Enforcement – St. Thomas, USVI

Awarded: \$110,729.31

Expended: \$13,155.47

\$402

The Traffic Investigation Bureau (TIB) is an entity within the VIPD, with the goal of providing for safe roads and highways for all who use them. The goal is to reduce the amount of crashes and traffic violations through aggressive traffic enforcement initiatives and media announcements.

Objectives

- Decrease the number of DUI crashes from 51 to 49 by 4% by 9/30/2016.
- Increase public awareness and education of motorist during national and local mobilizations by 9/30/2016, as part of the VIOHS Attitude and Awareness survey developed.
- To train and certify thirty sworn officers in DUI enforcement and the Standardized Field Sobriety Test by 9/30/2016
- To train and certify two sworn officers/commanders in DWI Instructor Training Enforcement by 9/30/2016.
- Prepare law enforcement professionals to effectively administer and instruct in the NHTSA/IACP Standardized Field Standardized Field Sobriety Testing Program.

Results

The Alcohol Enforcement St. Thomas grant program had the intent of completing several tasks to help them achieve results during the fiscal year. During the fiscal year the program encountered several hardships. The Traffic Commander, who was newly assigned, did not grasp the true understanding of the importance of completing the said initiatives. To begin, one of the program objectives were to decrease the number of DUI crashes from 51 to 49 by 4% by 9/30/2016. Initiatives were approved in the grant for the following dates: December 24-25, 2015; December 31, 2015; January 1-3, 2016; March 17 & 19, 2016; April 16, 2016; April 28-30, 2016; June 17-19, 2016; July 3 -4, 2016; August 31, 2016; September 1-2 & 5-6, 2016. Of the dates that were approved to conduct the activities were conducted on March 17, 2016; April 16, 2016; August 31, 2016; September 1, 2016; and September 3-4, 2016. The team worked a total of 190 hours. During that timeframe there were thirty-seven (37) Seatbelt citations; seven (7) Tint citations; eleven (11) Registration citations; Eighteen (18) Insurance citations; twenty-eight (28) Driver's License citations; forty-four (44) other citations; two (2) DUI arrests and two (2) interventions. Although all the slated initiatives did not occur as planned for the fiscal year, the goal was met. There was a notable decrease of forty-seven percent (47%) of the DUI crashes from fifty-one (51) in FY 2015 to now twenty-seven (27) in FY 2016. The other objective to increase public awareness and education of motorist during national and local mobilizations by 9/30/2016 as part of the VIOHS Attitude and Awareness survey developed was not met. Officers did not attend forums and discussions geared towards impaired driving, nor did they attend any radio talk shows to discuss the effects and consequences of impaired driving. DUI brochures were not distributed during any public enforcement initiatives, public events or sustained enforcement. Public service announcements through media outlets during national campaigns and holidays were also not conducted.

The next actions items were to train and certify thirty (30) sworn officers in DUI enforcement and the Standardized Field Sobriety Test; to train and certify two (2) sworn officers/commanders in DWI Instructor Training enforcement; and to prepare law enforcement professionals to effectively administer and instruct in the NHTSA/IACP Standardized Field Standardized Field Sobriety Testing Program. None of the areas mentioned were met during this fiscal year.

FY 17 Corrective Measures

The first corrective measure under this program involves the changes of the Traffic Commander. The Traffic Commander was replaced by the Commissioner of the VI Police Department and now has a Commander that understands the importance of grants and its intended purpose and functions. The decision will warrant for all program directives to be met during FY 2017. The VIOHS Director in the absence of not having a program area Coordinator will monitor and work closely with this program to ensure that all programmatic goals and objectives are met. Public awareness is a major factor of getting the word out and acting as a deterrence of risky behaviors. The VIOHS will work closely with the Public Information Officer (PIO) of the VIPD to develop a comprehensive media plan to ensure that public awareness and education of motorist during national and local mobilizations are captured. Training continues to be an essential factor of increased innovation, and efficiency in processes involving duties associated with the detection of impaired drivers. For that reason, the VIOHS will work closely with the NHTSA Region 2 office to bring the necessary trainings (SFST, ARIDE, and DRE) to the Territory to augment efficiency within the Territory.



ST. THOMAS
POLICE SERVICE

DUI Offender Risk Reduction

Awarded: \$37,384.00 **Expended:** \$20,086.77

§402

The project will use the PRIME For Life ® (PFL) curriculum which is a motivational intervention and has been used primarily among court-referred impaired driving offenders. This project will be targeting approximately 100 DUI offenders to complete the two treatment programs. The majority of participants will be referred through the court system. However the classes are also opened to other members of the community with similar problems as those referred by the court. The program will be implemented in English and Spanish by trained instructors through the use of videos and printed materials. Upon admittance into the Program, participants will complete a needs assessment, pre-course test and at the end of cycle, a post-course test to measure participants' grasp of the concepts taught.

Objectives

- To determine the type of care/treatment needed for each referred offender based on completed needs assessment during FY 2016. To utilize material developed by Prime For Life motivational program that will change the behavior of all DUI Offenders.
- To utilize materials developed by Prime For Life and other community resources to impart critical information about the dangers of impaired driving during FY 2016 cycles.
- To address addiction issues of DUI Offenders referred from the completed Prime For Life motivational program, during FY 2016 cycles.

Results

The DUI Offender Risk Reduction grant was able to achieve some of its goals during the fiscal year. To begin, referred offenders completed orientation regarding the purpose of the needs assessments. Following the orientation, the needs assessments to determine the type of care/ treatment for referred offenders were completed. The needs assessments results yielded that there is a need for participants to be in the classes. There were orientations conducted prior to the first session of each class. They were held on April 4, 2016; June 6, 2016; July 18, 2016; and August 29, 2016. Needs Assessments were conducted for the two (2) classes that were completed during this fiscal year (see chart below). Fifteen (15) participants were deemed qualified for the programs.

Another initiative under the section was to utilize materials developed by PFL and other community resources to impart critical information about the dangers of impaired driving during FY 2016 program cycles. Four (4) of the nine (9) slated five-week cycles that were expected to happen during the fiscal year were conducted that included five week cycles of 10 sessions: 2 weekly meetings with duration of 2 hours per session, As previously mentioned, fifteen (15) offenders were able to participate and successfully completed the class. At the beginning of each class breathalyzer/ alcohol tests were administered to each participant. Participants were tested prior to each class and reflected negative results. All participants tested negative each time. Pre and post tests to determine preliminarily if the participants grasped the concepts taught were given to the beginning of the class. See chart below:

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NAME	EVALUATION COMPLETED	PRE-TEST	POST- TEST
1. Ruhel	5/12/16	90%	90%
2. Paul	5/12/16	70%	100%
3. Parris	8/21/15	80%	90%
4. Collymore	3/3/16	80%	100%
5. Mc Fadden	5/17/16	70%	80%
6. Force	5/18/16	80%	90%
7. Schultz	12/11/15	70%	90%
8. Hannun	5/16/16	60%	90%
9. R. Rivera	5/12/16	70%	70%
10. Cabreja	5/12/16	70%	60%
11. Clercent	6/6/16	80%	90%
12. T. Rivera	6/21/16	80%	90%
13. Kimbrough	1/14/16	90%	90%
14. Ovesen	7/14/16	80%	100%
15. Clarke	8/30/16	80%	90%

Approved was also for the sub-grantee to utilize materials developed by Prime For Life and other community resources to impart critical information about the dangers of impaired driving during FY 2016 by conducting 4-6 hour sessions as needed. During this fiscal year, two (2) classes were conducted for two (2) persons during this grant period.

Last but not least, the program planned to conduct a 3-Month Out Patient Program to address addiction issues of DUI Offenders referred from the completed PFL motivational program DUI class during FY 2016 program cycles. One (1) client was eligible for this part of the program. The program provided one session of counseling per week. Also, two hour group sessions per week using PRIME Solutions which integrates the session topic with 12 step approaches. Breathalyzer/ alcohol tests were administered randomly during this cycle. The participant showed positive results that out-patient program worked.

FY 17 Corrective Measures

During the FY 2016 grant year, the St. Croix Mission Outreach has strengthened its relationship with the VI Superior Court to provide referrals. Unlike other grant funded years, in FY 2017, the first class has already started with participants. As a result, there is an increased chance of reaching all offenders based on when they

have committed offenses as a positive intervention for the provision of services. A push for the submission of the grant proposal earlier in the fiscal year, was also done. Accommodations for conducting the nine (9) proposed sessions have been made because of an earlier submission.

DUI/Risk Reduction



Occupant Protection Management, USVI

Awarded: \$263,621.74

Expended: \$197,165.70

\$402

VIOHS's Occupant Protection program, assures that all citizens of the Virgin Islands are educated and motivated to use all available motor vehicle occupant protection systems available to protect themselves, their children or any other passengers travelling in vehicles with them. This is done through public information and education programs, enforcement of the Virgin Islands Occupant Protection Law, child passenger technician training and child safety seat programs.

Objectives

- Conduct monthly site visits together with telephone monitoring to sub-granted programs throughout the Territory to ensure their compliance with federal mandates by September 2016.
- Conduct seat belt enforcement activities in the Territory by July 2016.
- To increase the number of Child Passenger Safety technicians from 35 to 50, instructors from 2 to 4 and by September 2016.
- To increase the awareness and the frequency of correct usage of child safety seats in the Territory by September 2016.
- Establishment of a VI Occupant Protection Task Force. (VIOPTF)

Results

There were seven (7) onsite monitoring visits conducted during 2016, two (2) in the St. Croix district and five (5) in the St. Thomas/ St. John district. Most of the monitoring conducted was held on the St. Thomas/St. John district to assist the new Traffic Commander with transitioning to managing Highway Safety grants. During our monitoring, we formulated the enforcement grant proposal, met with the VIPD commanders to discuss initiatives during roll call, and how to monitor Highway Safety grants on a day to day basis to include the utilization of grant forms to properly manage all executed grants. All monitoring were documented and placed in respective grant files. However, monitoring on St. Thomas mostly focused on getting officers motivated to participate in these initiatives and ways for them to work collaboratively.



Meetings were conducted with Traffic Commanders to discuss the implementation of the Operational Plan and all that is required when executing such a plan, to include the deployment of officers, man hours, and mobilization locations. In 2014, the territory's rate was 66.1%, an all-time low compared to 2006- 2011 when the seat belt rate was higher than 80%. However in 2015, the seat belt usage rate soared to 82.6% the rate that was predicted based on the average of all previous

years (2006-2013). The increase in the usage rate contributed to the increase in enforcement and police visibility. During the 2016 grant year there were a total of 1,456 citations written. Of those citations, 644 were seat belt and 13 child safety seats. There was a 476 decrease in seat belt citations and 9 in child restraint citations written. Through aggressive enforcement, the community is realizing the importance of seatbelt use, which is observed in the seat belt usage rate. The percentage of male drivers increased in CY 2015 from 43% to 58% and female drivers decreased from 57% to 42.2%. Male drivers are approximately 6 out of 10 drivers on roadways. This decrease is also reflective in restraint use where 44.9% of female drivers was less likely to wear seatbelts than 55.1% of males. Our office has collaborated with many community organizations to ensure that the safety message of buckling up on every trip, every time is resonated. Our community partnership has increased with non-profit and government organizations to include, all Rotary Clubs on St. Croix, the Queen Louise Home for Children, the public and private Head start programs (especially Tenacious Toddlers school, Williams Delight, Marley and Frederiksted Head start) the Department of Human Services and the Department of Education, just to name a few. Through these organizations, we were able to conduct presentations to encourage public awareness, provide current information of new trends in child passenger and highway safety and give insight on why vehicular restraints are so important.

The Occupant Protection program also participated in the Week of the Young Child activities which emphasized the proper use of car and boosters seats for children between the ages of 3 to 7. Presentations were done at Tenacious Toddlers Learning Center with 24 students, the Agriculture Fair grounds for the Department of Human Services with over 100 children on hand, and at the Canegata Ballpark for the Department of Education with more than 300 students participated. We were also able to have Buckle Bear as a new member of our Occupant Protection team. He was there to again show the proper use of booster seats and seat belts. He has played an integral role in our program, participating in school presentations and all Child Passenger Safety activities that were hosted throughout the territory during this grant year.



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Parents, caregiver and other community partners have realized the importance of car restraints and have been actively in contact with the office to utilize our “Loaner Program” to borrow car and booster seats throughout the year. This year we loaned 13 car and booster seats to parents and grandparents for visiting friends and grandchildren. As the years have progressed, a great demand for the Loan program has increased. We were also able to have Buckle Bear as a new member our Occupant Protection team. We were not able to conduct any Child Passenger Safety classes because there was no interest shown by the agencies that we sought out to have trained. We hoped to had certified at least 15 individuals certified as Child Passenger Safety technicians, and one instructor that goal was not again achieved, mainly because we were focusing on activities and presentation that promoted the proper use of car restraint due to the low seat belt usage rate.

During the months of December and April, there were two car seat checks conducted prior to the Christmas Festival and prior to the St. Thomas Carnival to ensure that children were being transported safely during these busy months in which there is an influx of traffic with locals and visitors. The annual Child Passenger Safety Week activities were a huge success with the distribution of 102 car seats; 42 on St. Thomas, 9 on St. John and 61 on St. Croix. With parents and caregivers participating to ensure that their children and grandchildren are safe on the roadways. This year we were able to recruit members from the Police Departments’ Grove Place Weed and Seed Program, Crime Prevention unit, COPS unit, Police cadets, Frederiksted Bike unit and many others that came to give a hand.

The program was only able to conduct three car seat clinics because our supplies could not meet the great demand, so we opted to conduct 3 seat clinics during Child Passenger Safety Week, where there is major focus on Child Passenger safety and it garnered over 100 participants. However, we did accomplish our goal of conducting 27 seat checks; 16 on St. Croix, 9 on St. Thomas, and 2 on St. John during April, August, September, and December.

There was little media coverage that occurred during this grant year. However, media was utilized to promote the Click It or Ticket mobilizations and Child Passenger Safety Week activities through the use of social media, newspapers, television and a press conference. There was one VIOPTF meeting held during 2016, in which only one individual other than myself showed up. Many complained of time restraints which contributed to these meetings not being conducted.

FY 17 Corrective Measures

In 2017, the Occupant Protection program plans to seek entrance into the Maternal and Child Health Clinics and the Perinatal Clinic at the Charles Harwood Clinic. We surmise that our seatbelt usage rate will again be in the high 80 percentile by conducting more clinics and presentations territory-wide and have planned to start the seat belt survey contract in February 2017 to ensure that it is conducted along with other states and territories. We also plan to participate, with the help of Buckle Bear, in the 2017 St. Croix Christmas Carnival, which draws over 50,000 people during this week long activity, to include the annual J’ouvert, Food Fair and Children and Adults Parade. The program again began dialogues with the Juan F. Luis Hospital, and we hope to be extending the loaner program to the hospital for families in need of a car seat when being discharged from the hospital in the 2017 grant year. With continued funding from the National Highway Traffic Safety Administration (NHTSA), the Occupant Protection program will continue to recruit individuals for the technician training program and one individual who have shown exemplary performance and knowledge in our Child Passenger program for instructorship. We will also train technicians in the most current facts and findings in Child Passenger Safety and updated information to our community. This will allow us to continue to keep the children in our community safe so that they would buckle up on every trip, every time on every ride. We also intend to recruit new members for input on the task force, as well as conduct quarterly meetings with a

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smaller group of committed individuals. In the 2017 grant year, the Office has decided to develop a comprehensive media plan to encompass our mission and include strong messages for all programs under the Highway Safety umbrella, therefore, no media will be requested or budgeted for in the Occupant Protection grant.

Though we were only able to host 3 seat clinics instead of 5 in FY 2016, we believe it would only be wise for our program to conduct three clinics during Child Passenger Safety Week when Child Passenger Safety awareness is heightened. Based on Clinics hosted in previous years and with expected budgetary cuts for car seat purchases in FY 2017, we think that 3 clinics will be sufficient for the territory at this time.



Occupant Protection Enforcement- St. Croix

Awarded: \$389,720.60

Expended: \$49,832.62

\$402

The Virgin Islands Police Department is a State Enforcement Agency responsible for providing for a safe environment for all. The Traffic Investigation Bureau (TIB) is an entity within the VIPD. Its general goal is to provide for safe roads and highways for all who use them. The population of the District is approximately 50,000, and serves the Region 2 section of the National Highway Traffic Safety Administration. Services rendered to the public are that of traffic enforcement.

The Occupant Protection Enforcement grants are a very integral part of the Occupant Protection program; they are responsible for enforcing the Occupant protection laws throughout the territory. With funding through the National Highway Traffic Safety Administration, both the management and enforcement aspects of this grant work collaboratively to ensure that occupants traveling in vehicles on our roadways are safe on every trip, every time and those who do not comply are cited and educated thereby ensuring that they understand the seriousness of this offense.

- To increase seatbelt compliance on St. Croix from 58.3% to 67%.
- To measure pre and post restraint behavior through observational surveys during August and September 2016.
- To increase seatbelt awareness to officers in the Police Training Academy utilizing the TOPS curriculum by September 2016.

Results

The St. Croix Occupant Protection program began conducting grant funded initiatives in the month of December, with all activities being carried out based on the enforcement operational plan. During the 2016 grant year the citations issued 555 seat belt, 13 child safety seats, 114 tints, 199 registration, 139 insurance, 43 cell phone, 5 speed, 19 stop signs, 87 driver's license, 99 other citations, 11 DUI arrest and 1,258 interventions. The Click It or Ticket campaign garnered the highest citations issued, as stated below, during the entire grant year. It began with paid and earned media followed by enforcement initiatives. The breakdown is as follows:

- **December 6-12, 2015:** Seat belt initiatives conducted during the month of December were: 105 seat belts, 16 tints, 30 registration, 26 insurance, 7 cell phone, 1 speed, 3 stop signs, 12 driver's license, 19 other citations.
- **February 9-15, 2016:** Seat belt initiatives conducted from February 9th to 15th citations issued were: 121 seat belts, 16 tints, 52 registration, 32 insurance, 9 cell phone, 0 stop signs, 13 driver's license, 31 other citations.
- **March 23-31, 2016:** Seat belt initiatives conducted during the month of March were: 47 seat belts, 4 child safety seats, 16 tints, 28 registration, 22 insurance, 3 cell phone, 4 stop signs, 13 driver's license, 13 other citations.
- **April 1& 9-25, 2016:** Seat belt initiatives conducted during the month of April were: 55 seat belts, 0 child safety seats, 18 tints, 15 registration, 12 insurance, 4 cell phone, 1 speed, 1 stop signs, 8 driver's license, 5 other citations
- **May 17-30, 2016;** Seat belt initiatives conducted during the month of May were: 165 seat belts, 9 child safety seats, 37 tints, 53 registration, 32 insurance, 16 cell phone, 10 stop signs, 29 driver's license, 19 other citations

- **June 21-27, 2016;** Seat belt initiatives conducted during the month of June were: 105 seat belts, 0 child safety seats, 16 tints, 30 registration, 26 insurance, 7 cell phone, 1 speed, 3 stop signs, 12 driver's license, 19 other citations and 11 DUI arrests.

All enforcement initiatives were not conducted. During the months of October and November no activities occurred, because grant funds were not available for use on the ERP system. In January, there was a special assignment being conducted by the VIPD and most officers were removed from any overtime initiatives. The VIPD continues throughout the fiscal year to do non-grant funded activities. .

Training was conducted at the Police Training Academy in March and May, solely in the area of Traffic enforcement. During these classes Traffic Commander Joseph Platt and Traffic Officers covered all areas of traffic enforcement with emphasis on Occupant Protection enforcement activities. Lamentably, the pre and post restraint behavior through observational survey was not able to be accomplished this fiscal year. The pre and post survey was not conducted because there were many unscheduled initiatives held by the VIPD which caused a lack of manpower.

FY 17 Corrective Measures

FY 2017 will include high visibility seat belt mobilizations; more enforcement initiatives targeted in areas of observed high seat belt violations to consider specific days and times throughout the months. The VIOHS will guarantee that the budgets get online so that program activities are conducted to meet goals. This would allow Occupant Protection Enforcement St. Thomas/ St. John program to effectively fulfill its goals and objectives and implement proposed activities. With the increased seat belt usage rate of 82% in 2015, the VIPD will continue to conduct heightened seat belt initiatives targeted at getting the additional 17.3% of the population who are still not utilizing their seat belts. In reference to the completion of a pre and post survey, the Project Director will work with the VIOHS to develop a survey to be evaluated during the time of the initiatives. The survey results will be reported for the 2017 HSP Annual Evaluation.

Near the end of the grant cycle, there was a change in Traffic Commander causing the grant to suffer somewhat because of the new Commander's lack of knowledge in the area of managing Highway Safety grants. We anticipate that next year will have less unscheduled police initiatives to allow for all activities and initiatives to be conducted in a timely fashion, and more training to aid the new Traffic Commander in seamlessly transitioning into managing a Highway Safety project. Some dates for overtime enforcement will be revisited to maximize positive results. A resolution to this will be for the Occupant Protection Coordinator to work closely with the Project Director. The St. Croix District Traffic Commander and VIOHS will meet prior to each mobilization for planning purposes. Within one week prior to the mobilization, the District Traffic Commander will provide an operational plan, which will list the personnel that will be dedicated to the mobilization. VIOHS will review and insure that the budgeted positions are filled and resources are directed to problem areas identified by data. Any issues between the District Police Deployment and VIOHS will be brought to the attention of VIPD Commissioner for remediation. Monitoring checks of police deployment will be conducted by the VIPD Traffic Commander and VIOHS personnel.

Occupant Protection Enforcement STT/STJ

Awarded: \$255,334.90

Expended: \$ 12,274.72

\$402

The usage rate in the District is steadily decreasing. In the absence of enforcement, seatbelt compliance in the St. Thomas/St. John District is commonly violated. The increased enforcement of seatbelt and child restraint usage will help to reduce fatalities and injuries of drivers and passengers traversing on our roads and highways in the Territory. Increased enforcement and education efforts need to be conducted to increase compliance and usage in the District.

Objectives

- To increase seatbelt compliance in the STT/STJ District by 3% from the 2014 rate of 80.9% and 73.7% respectively by September 2016.
- To conduct two (2) occupant restraints safety presentations to elementary school students by September 2016.
- To increase media usage for occupant safety awareness, as well, as conduct two presentations by September 2016.

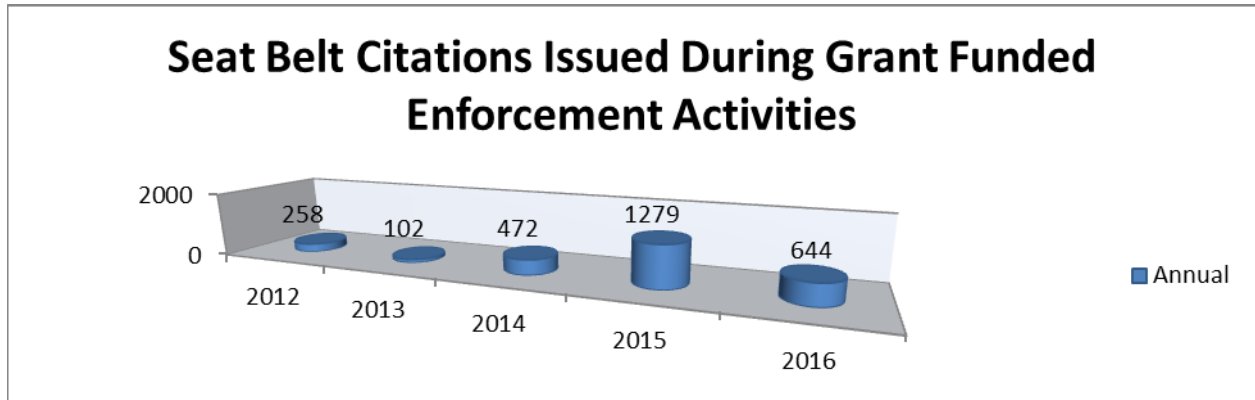
Results

The St. Thomas/ St. John Occupant Protection Enforcement grant suffered tremendous hardships. There was a change in the Traffic Commander at the beginning of the grant year and again nearing the end, a new Commander was then assigned. During the transition period it made it difficult for program objectives to meet, as well as expenditure of funds to be done fully. The goal of conducting all initiatives as prescribed in the grant was not achieved considering the amount of technical support that was provided; however, the program did conduct enforcement activities during the month of February. This initiative garnered a total for 302 seat belt citations, 9 car seat, 22 tint, 9 registration, 20 insurance, 21 cell phones, 0 speed, 4 stop signs, 23 driver's license and 18 other citations. As such, the program intended to conduct various enforcement activities throughout St. Thomas and St. John. The St. Thomas/ St. John District exceeded their 3% seat belt usage compliance rate of 89 % (St. Thomas), compared to 80.9% in 2014 and 94.7% (St. John, compared to 73.7% in 2014. The goal of conducting all initiatives as prescribed in the grant was not achieved; however, the program did conduct enforcement activities during the month of February. This initiative garnered a total for 302 seat belt citations, 9 car seat, 22 tint, 9 registration, 20 insurance, 21 cell phones, 0 speed, 4 stop signs, 23 driver's license and 18 other citations. The St. Thomas enforcement efforts were not executed as expected, considering that amount of technical assistance that was provided. Keeping kids safe, through educating them, who will in-turn educate their parents, is an important part of this grant. Hence, two (2) Occupant Restraint Safety presentations were to be conducted in elementary schools by end of the fiscal year. In April, of this fiscal year, we conducted one (1) educational presentation with the Moravian School on St. Thomas. This was successful event in which grades Pre-Kindergarten to second grade participated in hands-on activities and demonstrations.

The Occupant Protection Enforcement program hoped to work in collaboration with the VIOHS to conduct annual public information and education campaigns in order to increase media usage for occupant safety awareness. To an extent, this was achieved. During Child Passenger Safety week media coverage was provided, as well as newspaper ads to promote occupant safety. While the Occupant Protection's Territorial Coordinator understands the importance of providing media coverage, radio talk shows and supplementary presentations were not done.

FY 17 Corrective Measures

As mentioned above, funds were not expended as they were intended to and objectives were not fully met. To ensure this does not happen in 2017, plans are being made to include all Traffic Commanders in the execution of the Operational plans. Traffic officers will partake in the school presentations, especially during the Week of the Young Child and Child Passenger Safety Week. The VIPD and the Office of Highway Safety will work hand in hand to create media messages that promote seat belt and child restraint use.



Occupant Protection Safety –USVI

Awarded: \$258,544.86

Expended: \$54,810.00

According to the 2015 Observational Seat Belt Use Survey, there was a 16.6% increase in restraint usage compared to the past three years. In 2013 and 2014 alone, there was an observed usage rate decrease of 10% territory wide; with St. Croix having the lowest rates of 71.4% and 58.3%. Also observed was the use of non-cars (trucks, SUVs) to cars on the island of St. John and the number of female drivers compared to males who were less likely to wear seat belts.

Therefore, expanding on “the use of signage reminding motorists to buckle up, such as Buckle Up-It’s the Law, and ensure signs are displayed on local roadways and at the parking lot exits across the islands” will help us in getting our message across and in achieving our 100% seat belt usage rate, while minimizing injuries and deaths.

Funding for this project will enable the VIOHS, with the assistance of the Department of Public Works (DPW) to be involved in the planning, selection and placement of signs to ensure that all regulations for these signs are met based on the Uniformed Traffic Control Devices Standards.

- Have the seat belt survey and reports completed along with all states and territories by July 2016.
- Place permanent signage throughout the territory to promote the seat belt message by FY 2016.

Results

The seat belt survey was not completed as of September 30, 2016. The VIOHS was again confronted with hurdles from the Department of Property and Procurement and the Department of Justice. Continuous unexpected changes in the contract template caused unnecessary delays.

The VIOHS, in collaboration with the Department of Public Works, initiated a signage project throughout the territory. The inception of this project began in July, with area mapping to determine signage sights and pole installations. To date, there have been 200 signs installed on St. Croix, which only covers a small portion of the main traffic routes. This project is still in the first phase, which is covering the island of St. Croix. Phases 2 and 3 will be on the island of St. Thomas and St. John. These areas include, but are not limited to:

Route 64 and 66 West Airport Rd.

Route 66 and Intersection of 667 Carlton Road- Melvin Evans Highway

End Route 66 West Bound – Melvin Evans Highway

Route 661 South Bound- Beginning of the Highway

Route 70 East Bound- Police Station Traffic Light

Route 7025- Frederiksted Tennis Court

Route 63- La Grange Intersection

Route 70 West Bound- Queen Mary Highway

Route 64 &70- Diamond Intersection

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Route 70 East Bound- Lower Love

Route 70 West Bound_ Waste Management

Route 70 East Bound and Route 63 West Bound

Campo Rico Intersection

Route 70 East Bound before Junction 7013

Route 70 –East Airport Road

Route 66 and Route 70- Christiansted Bypass

FY 17 Corrective Measures

There are no corrective measures needed for this program.

Traffic Records Management, USVI

Awarded: \$117,461.93

Expended: \$-0-

§408

In order to maintain, enhance and increase the quality of our Traffic crash data collection, the Virgin Islands Traffic Records Coordinating Committee was created. The committee's mission is to establish a territory-wide Traffic Records System involving a territory-wide, multi-departmental effort, which will facilitate the sharing of traffic records information, address quality issues, and jointly implement solutions.

The Traffic Records Coordinator (TRC) oversees and monitors the Traffic Records Program grant and projects. To ensure that the projects and milestones outlined in the Virgin Islands Traffic Safety Systems Coordinating Strategic Plan are accomplished, Traffic Records Coordinating Committee meetings are conducted.

As such, the committee developed a strategic plan to facilitate agencies gathering and transmitting of traffic records data electronically. The plan consist of seven (7) major projects which are: 1) Electronic Crash Reporting (ECR), 2) Emergency Medical Services Patient Care Reporting System (EMSRCRS), 3) Electronic Citation, 4) Bureau of Motor Vehicle (BMV), Virgin Islands Police Department (VIPD), Attorney General Office (AGO), 5) Territory-wide Roadway Information System, 6) Virgin Islands Street Addressing Initiative; and Data Warehousing.

Objectives

- Schedule, coordinate and have at least four (4) Traffic Records Committee meetings by September 30, 2016
- Conduct four (4) on-site visits and telephone follow ups per project for monitoring purposes by the end of FY 2016; Provide a detailed written monitoring report of each on-site monitoring activity at the end of each sub-grantee visit during FY 2016.
- Provide updates to the TRCC on the Strategic Plan and the performance measures at scheduled TRCCs meetings during FY 2016.
- Provide quarterly statistical reports Virgin Islands Office of Highway Safety, Virgin Islands Police Department (VIPD), Public Works, and other pertinent agencies during FY 2016.
- Have TR Coordinator attend two training courses; and Lifesaver Conference along with one (1) TR Committee member during FY 2016.

Results

The VIOHS Traffic Records Management program had several focus areas during the 2016 Fiscal Year. These tasks were difficult to achieve as the Traffic Records Program Coordinator's position has been vacant since September of 2015. Primarily the program had set out to have at least four (4) Traffic Records Committee Meetings conducted by September 30, 2016. Out of four (4) meetings that were to be conducted during the fiscal year, none were completed. However, citation data was received on a quarterly basis from the VI Superior Court to collaborate with what the VIOHS have in Report Beam. The data received was useful for the development of the FY 2017 Highway Safety Plan. In efforts of rebuilding the Traffic Records Coordinating Committee, as required, the VIOHS contacted all the previous members of the committee to inquire about their interests and to shed light on the intended purpose of the group which is look at current data and develop programs based on problems identified. The responses given were positive. A meeting was slated to happen in September 2016 with the intent of having a new Coordinator hired. Both did not happen. Monitoring was part of the objectives that the program planned to implement, through four (4) on-site visits and follow-ups on each project that was funded. In 2016, there was only one external traffic records sub-grantee that required

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monitoring. Inopportunately, this did not happen during the fiscal year. However, the sub-grantee submitted reports to the VIOHS Director that produced numerous telephone and email correspondences. As such, the task of completing detailed written reports of on-site monitoring could not be achieved during this fiscal year. Moreover, constant communication remained with the sub-grantee to provide technical assistance and guidance as deemed necessary.

The provision of updates to the TRCC on the strategic plan and the performance measures at scheduled TRCC meetings during the fiscal year was another objective to be completed under this approved grant cycle. The absence of TRCC meetings did not allow this task to be completed during the fiscal year. As part of the Strategic Plan, the Territory is due for a Traffic Records Program Assessment during FY 2017. The timeframe was selected for the assessment. The VIOHS will continue to work closely with the NHTSA Region 2 office to ensure that all that is needed to conduct the assessment is done. Furthermore, the grant augmented that the Traffic Records Coordinator will provide quarterly statistical reports to Virgin Islands Office of Highway Safety, Virgin Islands Police Department (VIPD), Public Works, and other pertinent agencies during FY 2016. There were no Traffic Stats Booklets distributed during the fiscal years. Positively, the VIOHS was able to supply the data and analysis consisting of traffic data required to identify, isolate, and analyze critical traffic safety issues involving DUI arrests, traffic citations, and fatality data. The data was used for two (2) Senate hearings that the VIPD Commissioner attended and also for the development of the VIOHS Highway Safety Plan and now the Annual Evaluation Report. Lastly, for the enhancement of job performance the Traffic Records Coordinator was to attend two (2) training courses during the fiscal year. On the other hand, the Traffic Records Coordinator was to attend the Traffic Records Forum along with one (1) Traffic Records Committee member during FY 2016. Since the position has been vacant for the entire fiscal year, this goal could not be achieved.

FY 17 Corrective Measures

Similar to other projects supported by VIOHS in 2016, only some of the Traffic Records Program Management grant objectives were satisfactorily met. For that reason, the Traffic Records Management program plans to address and improve several areas. The VIOHS Director and the VIPD Human Resources Division will work together to ensure that the vacant Traffic Records Program Management position is filled with a qualified individual that will ensure that program goals and objectives are met. To expand the scope of the TRCC Committee, the VIOHS will recruit new members from the existing member agencies who are committed to the primary function of the committee: to review data, projects, and reports generated by the VIOHS and its sub-grantees and authorize their inclusion in the VI's Traffic Records Strategic Plan. The Traffic Records Coordinator under the management grant will work with the Acting MIS Director of VIPD, Director of the Bureau of Information Technology to rebuild a data-focused and data-driven TRCC. Serving as the lead under this project the Coordinator will plan and facilitate all the TRCC meetings that would occur on a quarterly basis. Meetings will be structured with its original intent of analyzing data to ensure that focus is resumed in assessing priorities for the VI's six core systems based on their most recent Assessment, and facilitating outside support in engaging key stakeholders. The Traffic Records Management program will become more proactive in supplying the data as it becomes readily available for viewing throughout Fiscal Year 2017. Another deficiency is in the area of conducting monitoring visits that are on-site with the sub-granted projects. During the fiscal year, it will be a requirement through enforcement by the Director to develop a monitoring schedule that will be adhered to. Monitoring is necessary to be used as a prevention method to be able to address all short falls that may occur during the fiscal year of all approved projects. Last of all, there are trainings that were listed to be attended during the fiscal year. However, they were not attended. The new Coordinator, once hired, will attend trainings that are relevant and on the FY 2017 NHTSA course listing that was provided to the VIOHS.

Virgin Island Emergency Medical Services (VIEMS) - USVI

Awarded: \$73,453.93

Expended: \$59,232.90 (approx.)

\$408

Virgin Islands Emergency Medical Services (VIEMS) is the only medical emergency services agency in the territory authorized to provide pre-hospital emergency medical care. Its mission is to provide optimum emergency care to all the people of the territory. VIEMS has ambulance stations on St. Thomas, St. Croix, and St. John. VIEMS goals are:

- improve the quality of EMS in the territory
- improve the quality of EMS education
- develop an efficient EMS system
- develop a data collection and distribute information to stakeholders
- create strong community involvement

The Emergency Medical Services Patient Care Reporting System (EMSPCR) system collects information on all EMS (ambulance) responses into a database, in which the National Emergency Medical Service Information System (NEMSIS) elements are incorporated. EMSCharts was purchased as the platform to create the territorial Patient Care Report (PCR), which is an internet based software that allows documentation of PCRs anywhere there is internet access. This also allows exporting of data sets and extrapolation of data for reports.

Objectives

- Decrease the number of days it takes for an EMS patient care report to be entered into the database from date of the call during FY 2016; to decrease the time of completion of EMS ePCRs charts territory-wide from 2 days to 1 day from 90% to 100% by the end of FY 2016.
- To increase the accuracy of data entered in the EMS ePCRs by conducting quality reviews during FY 2016.
- Have Data Manager and one administrative staff member attend annual emsCharts User Groups and Convention Training during FY 2016.

Results

The Emergency Medical Services (EMS) program's 2016 grant was a continuation of several years' prior grants. Based on its accepted grant proposal, the EMS program had several goals that needed to be achieved. First, the sub-grantee set out to perform data quality reviews with St. Croix staff by the district's Training Officer and Data manager. As part of the recently completed National Registry of EMTs and Department of Transportation (DOT) Paramedic Curriculum Paramedic refresher, the importance of accurate documentation was again emphasized. Paramedics are on a daily basis also function as the Crew Chief for their crew and have the ability to critique their crew's performance before it gets to the administrators. Monthly reports including the amount of calls the VI EMS responded to, the amount that were traffic related with the patient's age, gender, injuries and treatment provided, "Time to Lock" and financial claims were submitted to the office of Highway Safety. The EMS program also developed an objective to decrease the time of completion of EMS ePCRs charts territory-wide from 2 days to 1, and from 90% complete to 100% complete by the end of FY 2016. St. Croix achieved a rate of 98% while, the St. Thomas/ St. John rate dropped to a 68%. In order to achieve this goal, monthly monitoring of the charts was done. This goal has been successfully met. The contributing factor of this goal is the continued internet/broadband service. As an extension, the grant funds were used to add a new location at the Tutu Fire Station on St. Thomas where an EMS crew is stationed each shift for improved access to patients that may be within that geographic location.

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Next, the EMS program aimed to increase the accuracy of data entered in the EMS ePCRs by conducting quality reviews during FY 2016. Improvements have been made through the year; hence the provision of the individual QA reports on each EMS staff member was another success under this objective. To certify that this continues, monthly quality reviews by training officers on has been ongoing. Moreover, Data Set locks that have been activated in the charting system to ensure staff is inputting the correct information causing 100% of motor vehicle related crash PCRs were reviewed. To seize and report on the improvements being made with the ePCRs a satisfaction survey for staff was conducted. The survey revealed that the employees are satisfied with the ePCRs and that it is very beneficial to them in the fact that it is easy to use and makes the completion of the reports easier to do. The hardship reported last year pertaining to the lack of sufficient computers was addressed with the tablets that were purchased through the VIOHS from FY 2015.

Another task of the project was to help with an increased understanding of new practices and procedures involving the product enhancements of emsCharts. This was achieved through on-site training being conducted in each District of the Territory. Mr. Steve Wirth Esq. of the nationally recognized EMS Law Firm *Page, Wolfberg, and Wirth* provided on-site training on St. Croix and St. Thomas for the entire staff as well as licensed EMT volunteers. The St. Thomas-St. John District received training on September 26 and 27, 2016. The St. Croix District received training on September 29 and 30, 2016.

Finally, to ensure that the best practices are used and updates are provided in the operation of the Territory's program, the EMS program envisioned to have the Data Manager and one administrative staff member attend annual emsCharts User Groups and Convention Training. Regrettably, this was not achieved this year. The program budgets were not online during the time of the conference and that made it impossible for participation in this training.

FY 17 Corrective Measures

During this fiscal year, the VIEMS program did not have many issues that were not resolved. There was a balance on the books of approximately \$14,221.03. These funds were tied to the attendance and participation in the emsCharts User Groups Convention. To address the chart completion rate in the St. Thomas/ St. John District, the Data Manager will offer monthly technical assistance to the District to promote an increase. Additionally, the program has worked with the VIOHS to guarantee that the project for FY 2017 was approved early and have budgets placed online so that activities can happen, ultimately leading to the full expenditure of funds.



Police Traffic Services- St. Croix

Awarded: \$478,694.55

Expended: \$38,736.04

\$402

Police Traffic Services are intended to promote enforcement traffic safety laws and regulations; reduction traffic-crashes and resulting fatalities and injuries; provide aid and comfort to the injured; investigation and reporting of specific details and causes of traffic crashes; supervision of traffic crash and highway incident clean-up; and maintenance of safe and orderly movement of traffic along the highway system. Programs receiving grant funding in this priority area are focused four major program related categories:

- **Resource Management:** Providing the VIPD with equipment needed to implement traffic safety programs and enforce traffic safety laws.
- **Training:** Providing opportunities for law enforcement officers and to attend training that will increase knowledge and skills and motivate and enhance professionalism and effectiveness.
- **Traffic Law Enforcement:** Providing funding for overtime initiatives money for law enforcement personnel to address apparent traffic safety issues in the District that cannot be addressed without proper deployment strategies.
- **Communication Program:** Public awareness and education regarding traffic enforcement services.

Objectives

- To increase the number of following too close traffic enforcement initiatives thereby reducing the number of traffic crashes on St. Croix by 10% and fatalities by 50% by September 2016.
- To increase the number of traffic enforcement initiatives for “failure to yield right of way,” “red light” and “stop sign” violations thereby reducing the number of traffic crashes on St. Croix.
- To increase the number of “speeding violations” traffic enforcement initiatives to aid in reducing the number of traffic crashes on St Croix.
- To increase the number traffic enforcement initiatives against “aggressive driving” thereby reducing the number of traffic crashes on St. Croix by 10% and fatalities by 50% by September 2016.
- To conduct six (6) crash investigation and specialized training courses pre-scheduled throughout FY 2016.

Results

The Police Traffic Service grant was a program that was implemented in the VIOHS in prior years. For reasons unknown, the program did not occur. However, during FY 2016 the program re-surfaced. Based on its on approval date of April 15, 2016 there were several initiatives that were scheduled for April 10-30, 2016; May 1-20, 2016; June 1-16, 2016; August 1-18, 2016; and September 8-25, 2016 correspondingly. Manpower and commitment shortage for the April and May undertakings did not happen. However, during the other period above, enforcement was done. June 6-10, 2016; June 12-16, 2016; July 7-14, 2016; July 20-21, 2016; August 1-13, 2016; August 15-16, 2016; August 18, 2016; September 19-24, 2016 enforcement periods totaled 484 hours of overtime that generated two hundred and twenty-nine (229) Seatbelt citations; three (3) Child Safety Seats citations; forty-eight (48) Tint citations; seventy-two (72) Registration citations; forty (40) Insurance citations; nineteen (19) Cell Phone citations; three-hundred and seven (307) Speed citations; fifty-nine (59) Stop Sign citations; forty-seven (47) Driver’s License citations; forty-eight (48) Other Citations; and two-hundred and eighty seven (287) Interventions. The initiatives were to address the areas of “failure to yield right of way,”

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“red light,” “stop sign,” that were determined as prominent causes of crashes and to tailor aggressive driving by means of speeding.

The enforcements done were to curtail by 10% the total traffic crashes on St. Croix and fatalities. In both instances this was not met. Traffic crashes in FY 2015 were 1775 and in FY 2016 they were 1692. Though there was a decrease, it only represented a 4.6% reduction. Moreover, the fatalities on the island of St. Croix had only a 14% decrease from eight (8) in FY 2015 to seven (7) in FY 2016.

Additionally, the program proposed to attend the training “Interviewing Techniques for Traffic Crash Investigators.” Five days of instruction for 2 persons were approved. However, this did not happen as staff selected was transferred to other Divisions within the VI Police Department.

FY 17 Corrective Measures

During this fiscal year, the Police Traffic Services project had several issues that needed to be resolved. Primarily, the level of funding that was approved versus the amount expended is a problem that was identified in the project. A resolution to this will be for the VIOHS Director to work closely with the Project Director. The St. Croix District Traffic Commander and VIOHS will meet prior to each mobilization for planning purposes. Within one week prior to the mobilization, the District Traffic Commander will provide an operational plan, which will list the personnel that will be dedicated to the mobilization. VIOHS will review and insure that the budgeted positions are filled and resources are directed to problem areas identified by data. Any issues between the District Police Deployment and VIOHS will be brought to the attention of VIPD Commissioner for remediation. Monitoring checks of police deployment will be conducted by the VIPD Traffic Commander and VIOHS personnel.

Attitude and Awareness Survey-USVI

The VIOHS has developed a basic set of survey questions including information on seat belt use, impaired driving, and speeding. These core questions were distributed in the VI Bureau of Motor Vehicles, the VIPD Records Bureau; School Personnel; Christiansted Town; VI Department of Education; K-Mart Frederiksted, and VIPD Human Resources Division territory wide where the public comes for services. Respondents agreed to take the survey. The survey was distributed without bias, but did not track the gender and age. Surveys were distributed in the Territory. This year the survey had 422 respondents, which was an increase from the 87 that was done last year. This was used to track driver attitudes and awareness of highway safety enforcement and communication activities and self-reported driving behavior. The survey questions were as follows:

In the past 30 days, how many days have you driven a motor vehicle after drinking alcoholic beverages?

0-5 days	6-10 days	11-15 days	16-20 days	21 or more
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In the past 30 days, have you read, seen or heard anything about alcoholic impaired driving/ drunk driving enforcement conducted by the police?

0-5 days	6-10 days	11-15 days	16-20 days	21 or more
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What do you think the chances are of someone getting arrested if they drink after driving?

Very Likely	Likely	Unlikely	Very Unlikely
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How often do you use safety belts when you drive or ride in a car, van, sport utility vehicle or pick-up truck?

Most of the time	Half of the time	Rarely	Never
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In the past 30 days, have you read, seen or heard anything about seat belt law enforcement by police?

0-5 days	6-10 days	11-15 days	16-20 days	21 or more
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What do you think your chances are of getting a ticket if you do not wear a seat belt?

Very Likely	Likely	Unlikely	Very Unlikely
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On a local road with the speed limit of 30 mph, how often do you drive 35 mph or more?

Most of the time	Half of the time	Rarely	Never
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On the highway, where the speed limit is 55 mph, how often do you drive 60 mph or more?

Most of the time	Half of the time	Rarely	Never
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What do you think the chances are of getting a ticket if you drive over the speed limit?

Very Likely	Likely	Unlikely	Very Unlikely
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In the past 30 days, have you read, seen or heard anything about speed enforcement by police?

0-5days	6-10 days	11-15 days	16-20 days	21 or more
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How often do you talk on the phone while driving?

Most of the time	Half of the time	Rarely	Never
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How often do you text and drive?

Most of the time	Half the of the time	Rarely	Never
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Results

The VIOHS distributed and evaluated four hundred and twenty-two (422) surveys to gather a general idea of what the motoring public thinks. The survey shows that drivers within the Territory self-report many violations in their driving behavior. Many admitted to violating the law in the areas surveyed (safety belt use, speeding, and impaired driving). For example, the percentage of drivers who indicated they used their safety belt “most of the time” was higher than the observed usage rate of safety belts, although it was only a small sampling population. The survey shows a medium level of media and enforcement awareness. Evaluation of the survey results are as follows based on the actual numbers and percentages:

In the past 30 days, how many days have you driven a motor vehicle after drinking alcoholic beverages?

0-5 days (368 or 87%) 6-10 days (27 or 6.4%) 11-15 days (7 or 1.7%) 16-20 days (2 or 0.5%)
21 or more (19 or 4.2%)

In the past 30 days, have you read, seen or heard anything about alcoholic impaired driving/ drunk driving enforcement conducted by the police?

0-5 days (298 or 70.6%) 6-10 days (107 or 25.35%) 11-15 days (34 or 8.05%) 16-20 days (15 or 3.6%)
21 or more (18 or 4.3%)

What do you think the chances are of someone getting arrested if they drink after driving?

Very Likely (98 or 23.2%) Likely (216 or 51.2%) Unlikely (70 or 16.6%)
Very Unlikely (38 or 9%)

How often do you use safety belts when you drive or ride in a car, van, sport utility vehicle or pick-up truck?

Most of the time (221 or 52.4%) Half of the time (152 or 36%) Rarely (33 or 7.8%)
Never (16 or 3.8%)

In the past 30 days, have you read, seen or heard anything about seat belt law enforcement by police?

0-5 days (202 or 47.9%) 6-10 days (83 or 19.67%) 11-15 days (52 or 12.32%)
16-20 days (53 or 12.56%) 21 or more (32 or 7.58%)

What do you think your chances are of getting a ticket if you do not wear a seat belt?

Very Likely (105 or 24.88%) Likely (152 or 36%) Unlikely (78 or 18.48%)
Very Unlikely (88 or 20.85%)

On a local road with the speed limit of 30 mph, how often do you drive 35 mph or more?

Most of the time (132 or 31.28%) Half of the time (120 or 28.44%) Rarely (95 or 22.51%)
Never (75 or 17.77%)

On the highway, where the speed limit is 55 mph, how often do you drive 60 mph or more?

Most of the time (72 or 17.1%) Half of the time (154 or 36.49%) Rarely (118 or 27.96%)
Never (78 or 18.48%)

What do you think the chances are of getting a ticket if you drive over the speed limit?

Very Likely (95 or 22.51%) Likely (164 or 38.86%) Unlikely (120 or 28.43%)
Very Unlikely (43 or 10.19%)

In the past 30 days, have you read, seen or heard anything about speed enforcement by police?

0-5 days (193 or 45.73%) 6-10 days (57 or 13.51%) 11-15 days (47 or 11.14%)
16-20 days (44 or 10.43%) 21 or more (81 or 19.19%)

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How often do you talk on the phone while driving?

Most of the time (42 or 9.95%) Half of the time (65 or 15.40%) Rarely (142 or 33.65%)
Never (173 or 41%)

How often do you text and drive?

Most of the time (25 or 5.92%) Half of the time (45 or 10.66%) Rarely (99 or 23.46%)
Never (252 or 59.72%)

FY 17 Corrective Measures


During the 2017 Fiscal Year, the VIOHS will prepare an RFP to have surveys created and analyzed by a professional and certified entity. Surveys will be done on a broader scope and professionally evaluated. Outsourcing the survey will act as an effective mean of communication; the survey will be independent, transparent, and credible; be able to collect the baseline data to measure progress and compare results (pre- and post); actionable data needed to capture a true picture of whether or not the enforcement activities and education efforts being done by the VIOHS are beneficial to the motoring public. If possible, the VIOHS will try to use its data collected during this fiscal year to be used as baseline data for the initiative.



Contact Information

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