

A banner featuring the Virgin Islands flag on the left, a stylized American flag with stars and stripes on the right, and a circular seal of the Virgin Islands Office of Highway Safety on the far right. The text is positioned in the center-right of the banner.

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# HIGHWAY SAFETY PLAN

FEDERAL FISCAL YEAR  
2016

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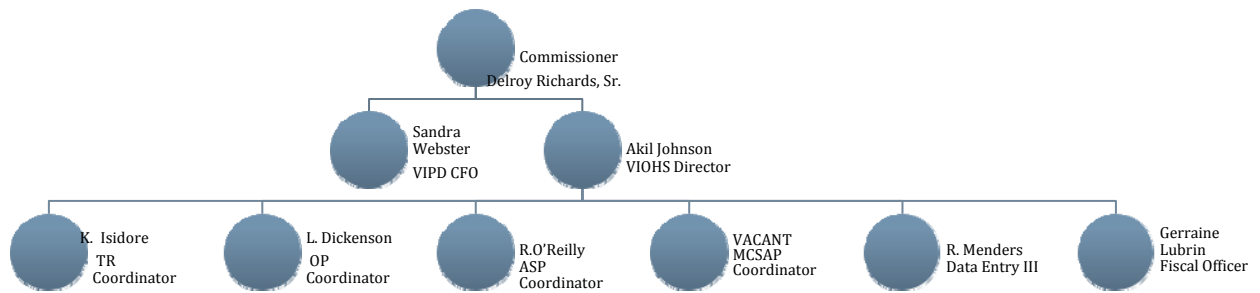
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## **LIST OF ACRONYMS**

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

<b>TRCC</b>	<b>Traffic Records Coordinating Committee</b>
<b>USVI</b>	<b>United States Virgin Islands</b>
<b>VI</b>	<b>Virgin Islands</b>
<b>VIEMS</b>	<b>Virgin Islands Emergency Medical Services</b>
<b>VIOHS</b>	<b>Virgin Islands Office of Highway Safety</b>
<b>VIPD</b>	<b>Virgin Islands Police Department</b>
<b>VITEMA</b>	<b>Virgin Islands Territorial Emergency Management Agency (VITEMA)</b>
<b>VMT</b>	<b>Vehicle Miles Traveled</b>

# VIRGIN ISLANDS POLICE DEPARTMENT – VIOHS HIERARCHICAL CHART



## 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 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 three districts, St. Croix, St. Thomas, and St. John.

The VIOHS manages grant dollars from NHTSA in partnership with public and private entities, 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 over-all approach or they can be specific with short-term approaches.

The Federal Fiscal year (FFY) 2016 Highway Safety Plan (HSP) addresses the national priority program areas of NHTSA and the Federal Highway Administration (FHWA). The following program areas will be addressed by the VIOHS in FFY 2016. Territorial Safety Programs known as §402, MAP 21- §405, §406 and §408, with §402 being the primary source of funding for these initiatives. Progress in meeting our goals and objectives is measured based on eleven (11) core performance measure, one (1) behavior measure and four (4) 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** – Includes the management of federal highway safety funds (e.g., 402, 405, 406, and 408) and 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** – Includes collection, analysis and evaluation of data to identify the actual and potential traffic hazards and the development of effective countermeasures.
- **Leadership and Technical Assistance** – Includes monitoring initiatives that impact highway safety and evaluation of the effectiveness of approved highway safety projects.



## HIGHWAY SAFETY PROBLEM IDENTIFICATION PROCESS, DATA USED AND PARTICIPANTS

To better understand the traffic safety problem in the territory and to develop effective programs, the VIOHS uses injury and crash data to supplement its fatality data. In order to analyze the territory's crash data, the VIOHS utilizes the *Traffic Statistics Report (2010-2015)*. These crash statistics are shown in a 5 year data trend; however, the VIOHS continues to focus on a three (3) year moving average with the most current data available from Report Beam and other agencies which is historically collected over time through a uniformed process.

Traffic Safety data is collected through the following sources:

**The Virgin Islands Electronic Crash Reporting System** - is an electronic crash report is incorporated with the Model Minimum Uniform Crash Criteria (MMUCC) standards of compliance that receives collision data from all police in the territory and provides collision-related data on all types of roadways.

**Report Beam** - is the central database that houses all of the Virgin Islands' crash reports. It provides live reporting data for statistics and reports, which is compiled to flag high incident areas. This system allows for analysis of crashes within specific categories defined by person (i.e., age and gender), location, roadway type and other critical factors (i.e., time of day, day of week, weather, driver's actions, etc.).

**The Superior Court Case Management System** - houses all traffic court records to include convictions and citations.

**Emergency Medical Services (EMS) Patient Care Reporting System**- is an electronic Patient Care Report (PCR) form that collects information on all emergency runs into a database, incorporating the National EMS Information System (NEMSIS) elements.

**The Department of Justice Office of the Attorney General**- certifies all citations before they are forwarded to the Superior Court.

**The Annual Scientific Observational Survey of Seat Belt Use** - a scientific survey which is required by NHTSA to generate a probability-based estimate for seat belt usage of front outboard occupants of passenger vehicles.

**The Bureau of Motor Vehicles Database** - contains records of all licensed drivers and registered motor vehicles in the territory.

This data aids in identifying the most significant problems and what projects should be funded. Priority is given to projects that will have the greatest impact in reducing traffic crashes, injuries and fatalities. Statistical and program information are reviewed and goals are established. Current activities are also assessed to determine their impact on achieving these goals. A baseline is then established from which progress in achieving these goals are measured by comparing data from previous years.

## PROCESS DESCRIPTION

Each year the VIOHS prepares the HSP and includes the projects that will be funded for the federal fiscal year which is implemented beginning on October 1 and ending on September 30. The HSP identifies specific program areas along with specific countermeasures to address the crash problem. The projects presented in this year's HSP are a continuation of projects from prior years, but includes anticipated projects for 2016 as well.

The process of developing the HSP begins early in the calendar year preceding the federal fiscal year. The HSP development process consists of a number of stages:



### **Problem Identification and Data Analysis:**

The VIOHS uses data gathered from Report Beam, Traffic Statistical Booklet, and the VI Bureau of Motor Vehicles (BMV), and the VIPD's Traffic Investigation Bureau in conjunction with the Superior Court of the Virgin Islands to assess the needs of the Territory. Additionally, data is taken from observational, and seatbelt surveys. Based on identified problems or potential problems the office selects areas to focus on for improvements and/or interventions.

### **Setting Performance Targets:**

Performance targets are set based on the overall needs of the Office of Highway Safety. This VIOHS will liaise with members of the Traffic Records Coordinating Committee (inclusive of the VIOHS staff) to review data from the previous calendar year. Data is generally gathered from one single source (Report Beam). However, information from outside sources such as surveys and studies done within the Territory may be used to address program specific goals. The eleven (11) core performance measures, one (1) behavior measure and four (4) activity performance measures data is collected and monitored on a quarterly basis; in addition to other traffic related data capturing more than fatality data. The data is used to determine and establish baselines, or starting points for targets (if it is a new target); and whether or not the performance targets that are set are in place from the previous year are being effective or not based on trends, and moving averages.

### **Develop and Select Evidence-Based Strategies**

Based on the data collected the VIOHS Director as well as the Coordinators of programs (Occupant Protection; Alcohol Safety; Traffic Records) look at the strategies that can be implemented for the fiscal year that will have a positive impact in the Territory. The strategies are selected based on the “Countermeasures That Work: Highway Safety Guide.” The selection of these strategies is based on several factors: readiness, coordination, feasibility, and reach. The readiness is evaluated based on whether or not groundwork has been laid for the strategy; coordination is simply done by making sure that efforts are not being duplicated by other agencies; feasibility is done by the considering whether or not the timeframe of implementing the strategy is reasonable to meet desired outcomes; and reach is looked at determining whether the design of the program will meet the targeted population. Additionally, strategies selected are considered using cultural competency. This aids in eliminating disparities in the type of services offered. The VIOHS believes that the cultural competence will improve the effectiveness of programs selected for targeted populations.

### **Selection of funding priorities:**

During this process the VIOHS staff determines programs that are most needed based on problem identification. The group will determine based on the data collected, what funding sources will be utilized for §402, MAP-21§405, §406, and §408.

### **Grant Application Solicitation:**

The VIOHS sends out grant application announcements based on performance identification. Solicitation of grant application is done based on goals, objectives and established performance measures. Sub-grantees are then eligible to apply for funding based on highlighted program needs. Sub-grantees applications are required to have measurable goals, quantifiable objectives, and performance measures to determine the success rate of the said problem identification.

### **Review, Negotiation and Approval of Grant Agreements:**

The Program Coordinators receives the projects from sub-grantees. At that point it is determined if the project is viable. The VIOHS has a review panel to review all proposals. The review panel consists of the entire VIOHS staff. The grant proposal checklist also referred to as the “Project Agreement Assessment Form” is used. During that period, a thorough review is conducted and suggestions are made on way to improve the proposal ensuring the VIOHS needs are satisfied. There are no set amounts of reviews that can be done to deem a proposal acceptable. Comments are highlighted and presented to sub-grantees. The review panel then scores the proposals. In the event that a proposal may not score a minimum of 15 out of 20, revisions are made until a satisfactory score of 15 is made by the panel. The proposals are then forwarded to VIOHS Director for assessment. Should the Director accept the proposal, it is forwarded to NHTSA.

### **Implementation:**

Once a proposal is accepted by the VIOHS, it is forwarded to NHTSA Region 2 for final approval. An approval from NHTSA is required as a result of the 2010 Management Review that was conducted in the Territory that revealed and identified numerous, continued weaknesses in the VIOHS’ financial management, program planning and implementation process. The VIOHS has been working diligently to ensure that this become a part of its best practices ensuring that this occurrence is curtailed and resolved. If an approval is made, the sub-grantee is notified through the provisions of an award letter; and special conditions of the grant.

### **Budget Allotment:**

The VIPD/OHS request from the VI Department of Finance a chart of account numbers each fiscal year. The chart of accounts numbers are used to prepare the budgets to be submitted to Office of Management and Budget (OMB). OMB reviews the budget and all federal supporting documentation and places the budgets online through the ERP system. As this is a reimbursable program, invoices are processed to pay through local accounts, and expenditures are reimbursed through NHTSA once vouchering is completed.

### **Evaluation:**

During the end of the Fiscal Year, the VIOHS staff, as well as sub-grantee programs compiles an end-of-the-year report. The report is inclusive of several elements. Each goal, objective, and activity must be reported on. The performance measures of the goals and objectives that were approved must be evaluated. This is done through the provision of data and supporting documentation that shows whether or not a goal had been met or achieved within the fiscal year. An evaluation is done by looking at the data or measures of performance included in the approved grant applications/plans to determine the success or failure of each program. Sub-grantees and/or Coordinators looked at what worked and what did not work for the project and determine what could be done differently to achieve set targets. Moreover, crash and citation data is looked at the end of the fiscal year to determine success and whether or not funding will be awarded for the next fiscal year to the project(s).

### **PARTICIPANTS**

The USVI is comprised of four islands and as a result the VIOHS relies heavily on its internal staff as well as members that participate in the Traffic Records Committee, the Occupant Protection Committee and other community partners to identify and analyze traffic safety problem areas. These partners have an active role in the preparation of the plan and include, but are not limited to representatives to the following agencies:

- The Attorney General's Office
- Bureau of Information Technology (BIT)
- The Lieutenant Governor's Office (LGO)
- Emergency Medical Service personnel (EMS)
- VI Department of Education
- VI Police Department (VIPD)
- VI Fire Department
- Department of Human Services Head Start program
- Queen Louise Home Early Head Start
- Maternal Child Health Clinic
- Virgin Islands Territorial Emergency Management Agency (VITEMA)
- VI Superior Court (SC)
- Juan F. Luis Hospital
- Schneider Regional Hospital
- VI Bureau of Motor Vehicle (BMV)

Although there is no measurable dollar amount that the outside agencies provide to the VIOHS, capacity building offers a vast amount of real and/or in-kind support. These agencies work along with the VIOHS in offering staff to assist with activities such as the Occupant Protection's Child Passenger Safety Week activities; providing information to the public; providing roadway improvement and infrastructure, to enhance safety during enforcement activities; and being part of the TRCC and other VIOHS program area committees to offer input and guidance. The VIOHS works closely with the Virgin Islands Police Department to develop and implement the highway safety program. The VIPD is the hands-on enforcement agent related to crashes, fatalities, injuries and promoting seatbelt usage. VIPD also uses their citation information and compares it to the results from the Superior Court's infraction reports to determine the presence or lack thereof of enforcement throughout the high incident areas of our territory. The initiatives are critical for the safety of the USVI and are managed by district Police Chiefs.

Occupant Protection (OP) Committee meetings are convened with a focus of building awareness in the community and encourage correct use of car restraints in the attempt to reach the goal of 100%. Several Traffic Records Coordinating Committee meetings are held to improve the completion of crash reports, submission and completion of patient care reports in the EMS system. A critical issue has been the implementation of the e-Citation system to enable change from paper based traffic ticketing system to an electronic system. The ultimate aim of the project is to upload traffic tickets from point of incident to the Superior Court, Police Department, Bureau of Motor Vehicles and the Attorney General's Office. The VIOHS is

on its way of having a pilot rollout of this high priority project.

For 2016, the VIOHS will use monitoring reports, coupled with progress reports submitted by the VIOHS coordinators to assess the critical traffic safety issues that confront the Territory. Quarterly reports submitted by sub-grantees also provide a source of information valuable to identify where the territory should focus traffic safety initiatives in 2016 and beyond. With a fiscal officer on board, VIOHS will be able to liaise with the VIPD fiscal and payroll division to obtain and review the quarterly expenditures and overtime costs to ensure that the costs submitted in each project report are tied back to the approved federal grants and their schedules.

VIOHS will continue to outsource the necessary surveys to assist the office in assessing the traffic related safety needs of the territory.

## PROJECT SELECTION

The VIOHS have identified these following programs as priority:

- Alcohol Safety Programs
- Occupant Protection Programs
- Traffic Records Management Programs
- Motorcycle Safety Programs
- Education and Outreach Programs
- Enforcement Programs

The criteria used in selecting projects and activities are determined by, but not limited to using the following methodology:

1. Select various communities and specific areas in the VI that reflect high crash rates and analyze:
  - a. How they are ranked in terms of their crash severity;
  - b. Use of seatbelt/ helmets or other passenger safety at the time of crash;
  - c. Frequency of DUI involved in crashes;
2. Review crashes according to their contributing factors (failure to yield to right away, failure to maintain safe distance, improper reversing, etc.)
3. Review fatalities by numbers, type and location. (Review of serious injuries caused by traffic related infractions.)
4. Select projects that are likely to be sustainable with additional financial support by local/general funds.
  - Projects that support VIOHS goals throughout the Territory
  - Projects that creatively incorporate “alcohol awareness and occupant protection safety”
  - Projects that are geared to address community concerns of distracted driving
  - Projects from governmental agencies and nonprofit organizations that have Territory-wide significance and address the federal areas under the Safe, Accountable, Flexible and Efficient transportation Equity Act: A legacy for users (SAFETEA – LU), as well as the Moving Ahead for Progress in the 21<sup>st</sup> Century Act (Map-21).

Using data collected by Report Beam and other data sources, the VIOHS staff reviews the data over a period of 5 years (while capturing a three (3) year moving average) and identifies the most significant problems. It is then decided who should be funded and at what level compared to the previous years and according to the projects that most closely relate to the most recently published Countermeasures that Work. Priority is given to projects that will have the greatest impact in reducing traffic crashes, injuries and fatalities.

Through the collection of data the VIOHS has decided to look at data at a more in depth level. As a result, serious injuries were recorded. Serious injuries as defined by the *Virgin Islands Uniform Crash Report Instruction Manual* are:

- Complain of Pain: No visible injury. This is a verbal complaint of an injury by the driver/occupant.
- Moderate: Visible injuries that include abrasions, cuts, lacerations and/or broken bones.
- Life Threatening: Injuries where there is a high probability of the loss of life. Note that “life threatening” is also considered as the VI’s “Serious Injuries”.
- Killed: Driver/occupants were killed from injuries sustained as a result of the collision.

Funding in the above mentioned areas will be a priority in the territory in 2016. The VIOHS seat belt survey data shows an alarming decrease in the seat belt usage rate to 66.1% from the 2009 rate of 85.8%, and 88 impaired driving arrests over a year. Motorcycle fatalities have decreased from 7 in 2012 to 2 in 2014; however, more education

is needed to heighten the awareness of sharing the road when operating a motorcycle.

In spite of enforcement efforts, public relations and media involvement and other support from local community groups, there has been an increase in the number of infractions in the impaired driving category and pedestrian deaths compared to previous years.

The respective coordinators in collaboration with the VIOHS Director and the Regional Office discuss components of the application that requires additional details and supporting documentation from grantees. Funding levels are discussed with the project managers and with his/ her superior if necessary. The project managers are informed about items which are unallowable and charges and equipment that does not meet or fulfill the objectives and goals of the program.

All projects continuing into the next fiscal year are identified and initial funding estimates are developed. Appropriate highway safety staff members review the proposals submitted by stakeholders. The problem identification process includes goals, objectives, performance measures and activities. VIOHS staff analyzes traffic safety data and information available from the Police Department, and the Superior Court of the Virgin Islands. The data is used to identify emerging problem areas, as well as to verify the problem identification by the agencies that have submitted proposals for funding consideration.

**PROBLEM IDENTIFICATION/ FINDINGS**

**Table 1: Traffic Safety Performance Measures for the US Virgin Islands**

CORE PERFORMANCES			2010	2011	2012	2013	2014	5 Year Average	2016 Target
C-1	Traffic Fatalities	Annual	11	8	14	9	12	11	10
		3-year moving average			11	10	12		
C-2	Serious Injuries	Annual	13	12	9	16	13	13	12
		3-year moving average			11	12	13		
C-3	Fatalities/VMT	Annual	N/A	N/A	N/A	N/A	N/A		
C-4	Unrestrained Passenger Vehicle Occupant Fatalities, All Seat Positions	Annual	4	4	1	2	4	3	2
		3-year moving average			3	2	2		
C-5	Alcohol-Impaired Driving Fatalities	Annual	0	0	4	3	0	1	0
		3-year moving average			1	2	2		
C-6	Speed-Related Fatalities	Annual	4	3	4	4	5	4	3
		3-year moving average			4	4	4		
C-7	Motorcyclist Fatalities	Annual	1	1	7	1	2	2	1
		3-year moving average			3	3	3		
C-8	Unhelmeted Motorcyclist Fatalities	Annual	1	0	2	0	0	1	0
		3-year moving average			1	1	1		
C-9	Drivers Age 20 or Younger involved in Fatal Crashes	Annual	0	0	0	0	2	0	0
		3-year moving average			0	0	1		
C-10	Pedestrian Fatalities	Annual	6	2	6	4	3	4	3
		3-year moving average			5	4	5		
C-11	Bicyclist Fatalities	Annual	1	0	0	0	0	0	0
		3-year moving average			0	0	0		

CORE BEHAVIOR MEASURES		2010	2011	2012	2013	2014	5 Year Average	2016 Target
B-1	Observed Seat Belt use for Passenger Vehicles, Front Seat Outboard Occupants (State Survey)	87.2	84.4	77.9	76.8	66.1	78.5	70.00
ACTIVITY MEASURES		2010	2011	2012	2013	2014	5 Year Average	2016 Target
A-1	Number of Seat Belt Citations Issued during grant funded enforcement	N/A	665	258	102	472	374 (4 year trend)	1500
A-2	Number of DUI Arrests Made during grant funded enforcement	6	4	0	2	16	6	5
A-3	Number of Speeding Citations Issued during grant funded enforcement	N/A	N/A	509	N/A	N/A	Trend cannot be recorded	500



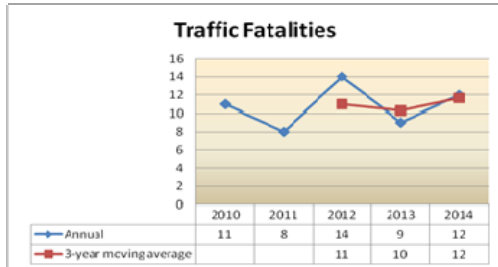
Sources: 2010 – 2015 crashes and injuries amount were obtained from the Traffic Crash Report database (Report Beam). The impaired driving arrests and traffic violation data was obtained from the Virgin Islands Superior Court.

Note: The data for the 2010 seat belt citations was not collected therefore, the data was not recorded. Additionally, the data was not collected for the speeding citations for 2010, 2011, 2013, and 2014 grant years. This did not occur as a result of a program not being in place. As a corrective action measure, the VIOHS will ensure close monitoring of grants and program activities and reports will be evaluated, the data will be collected to ensure that the accurate evaluation of program effectiveness is done.

**CORE OUTCOME MEASURES (11)**

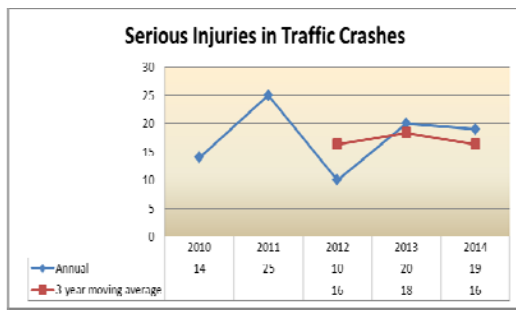
**C-1 Traffic Fatalities/Fatal Crashes**

To decrease traffic fatalities (vehicles) by nine percent (9%) from the 2010 – 2014 calendar base year average of eleven (11) to ten (10) by December 31, 2016.



**C-2 Serious Injuries**

To decrease serious traffic injuries by eight percent (8%) from the 2010 - 2014 calendar base year average of thirteen (13) to twelve (12) by December 31, 2016.

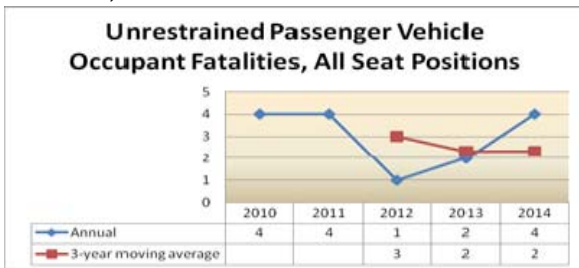


**C-3 Traffic Fatalities Per 100M VMT**

The VIOHS does not collect data on this entity.

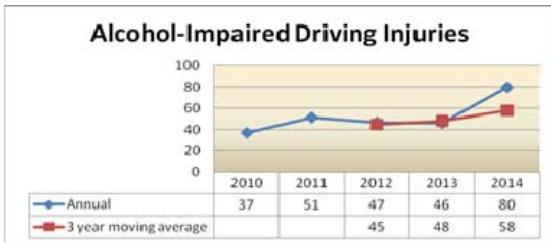
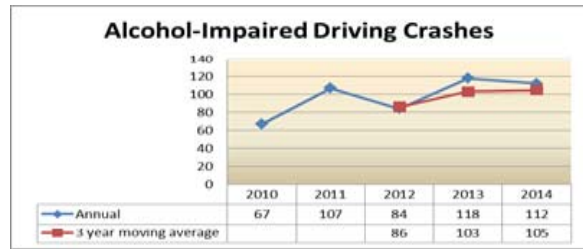
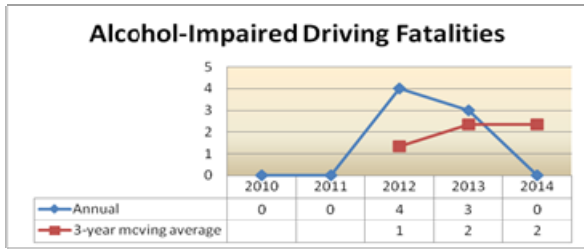
**C-4 Unrestrained Passenger Vehicle Occupant Fatalities**

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) by December 31, 2016.



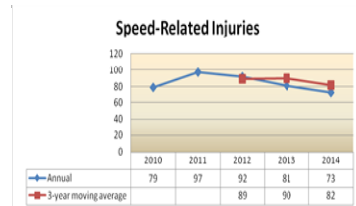
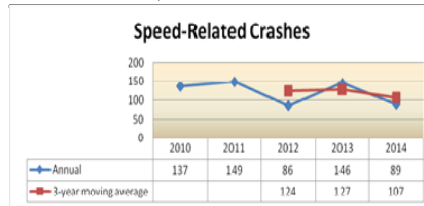
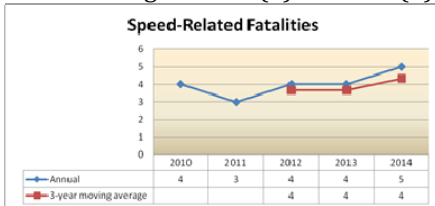
### C-5 Alcohol Impairment Driving Fatalities

To decrease the current alcohol impaired driving fatalities from the 2010 – 2014 calendar base year average of one (1) to zero (0) December 31, 2016. (The fact stands that the alcohol impaired driving fatalities are relatively low. The numbers are real and are reflective of the drivers of the vehicles that are fatal. This is done through the coroner’s report generated from autopsies being performed. The Territory however, does not record data on whether or not the passengers that may be in a vehicle are alcohol impaired.)



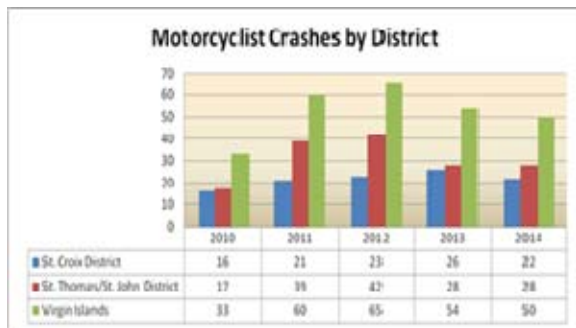
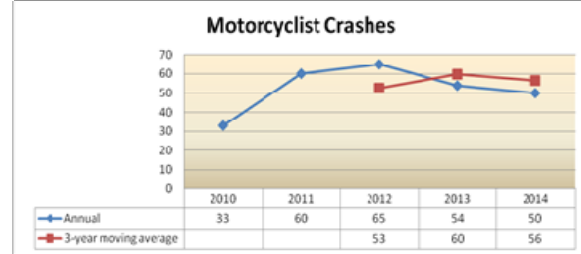
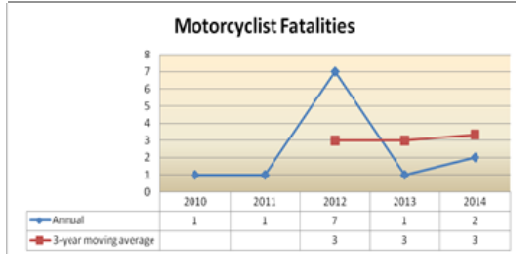
### C-6 Speeding Related Fatalities

To decrease speeding related by twenty-five (25%) percent from the 2010– 2014 calendar base year average of four (4) to three (3) by December 31, 2016.



### C-7 Motorcyclist Fatalities

To decrease motorcyclist fatalities fifty (50%) percent from the 2010– 2014 calendar base year average of two (2) to one (1) by December 31, 2016.



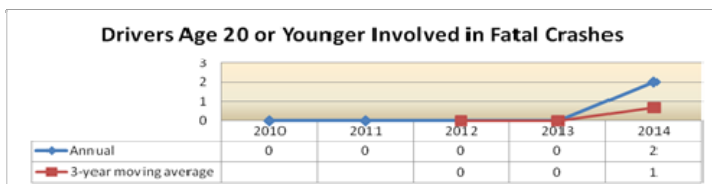
### C-8 Unhelmeted Motorcyclist Fatalities

To decrease the unhelmeted motorcyclist fatalities from the 2010 – 2014 calendar base year average of one (1) to zero (0) by December 31, 2016.



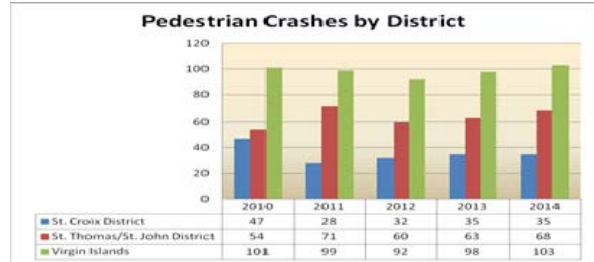
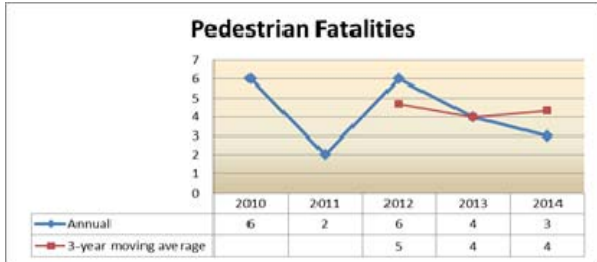
### C-9 Drivers Age 20 or Younger Involved in Fatal Crashes

To maintain drivers age 20 or younger involved in fatal crashes from 2010-2014calendar year base year average of zero (0) to zero (0) by December 31, 2016.



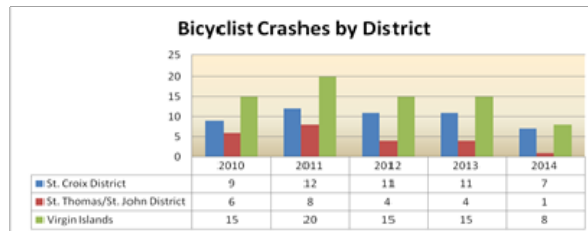
**C-10 Pedestrian Fatalities**

To decrease pedestrian fatalities twenty percent (20%) from the 2010 -2014 calendar base year average of five (5) to four (4) in December 31, 2016.



**C-11 Bicycle Fatalities**

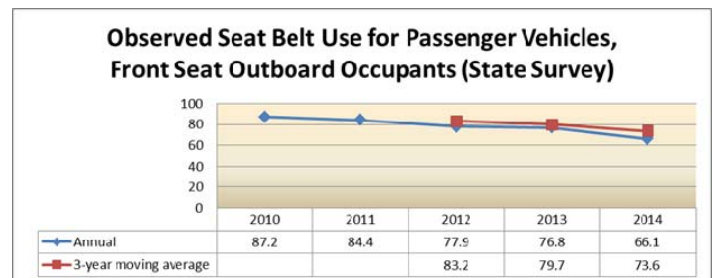
To maintain bicycle fatalities rate of zero (0) from 2010 -2014 calendar base year average by December 31, 2016.



**CORE BEHAVIOR MEASURE (1)**

**B-1 Seat Belt Use Rate (Observed Seat Belt Use Survey)**

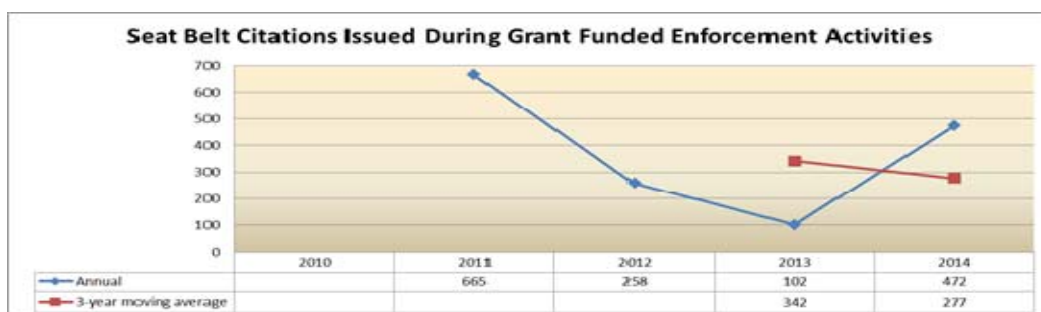
To increase territory-wide observed seatbelt use of front seat outboard occupants in passenger vehicles by 4 percentage points from 66.1 percent (66.1%) to seventy percent (70%) to work towards achieving the 2010-2014 calendar base year average usage rate of 78.5 percent by December 31, 2016.



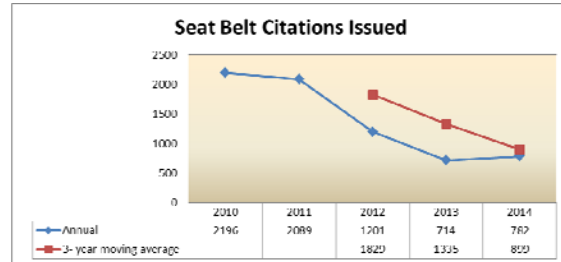
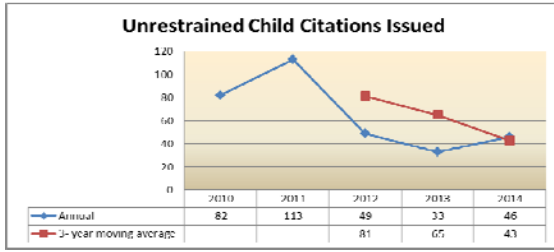
**CORE ACTIVITY MEASURES (3)**

**A-1 NUMBER OF SEAT BELT CITATIONS ISSUED DURING GRANT FUNDED ENFORCEMENT**

Continue seat belt enforcement activities and issuance of citations where necessary throughout the Territory to ensure the safety of the motoring public.

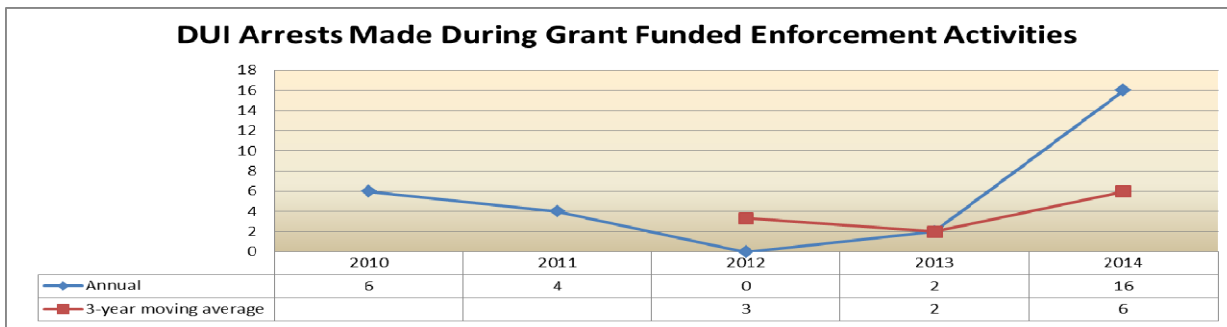


Although funding is provided for grant initiatives the VIPD continues to conduct seatbelt citations during non-grant funded local activities. During the five (5) year trend of the data, it can be observed that the citations dropped significantly in 2013 but increased in 2014. This will continue to be the trend, as an increase in enforcement activities continues to improve.



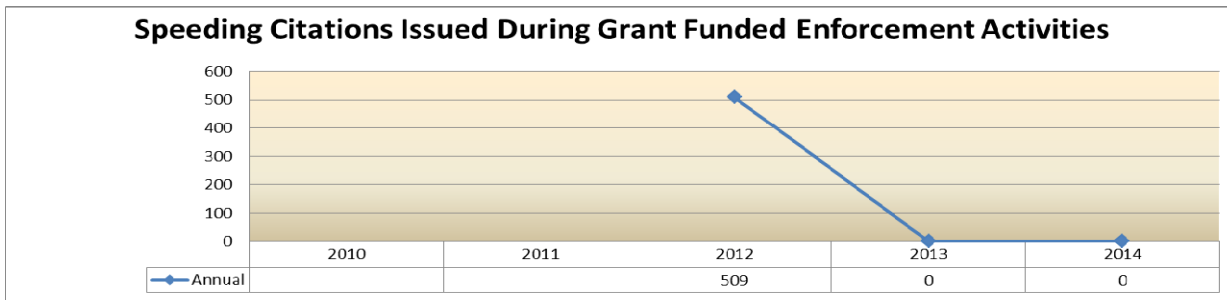
**A-2 IMPAIRED DRIVING ARRESTS DURING GRANT FUNDED ENFORCEMENT**

To increase territory-wide impaired driving arrests during grant funded enforcement by 1 percentage points from the 2010-2014 calendar base year average number of 6 to 7 by December 31, 2016.

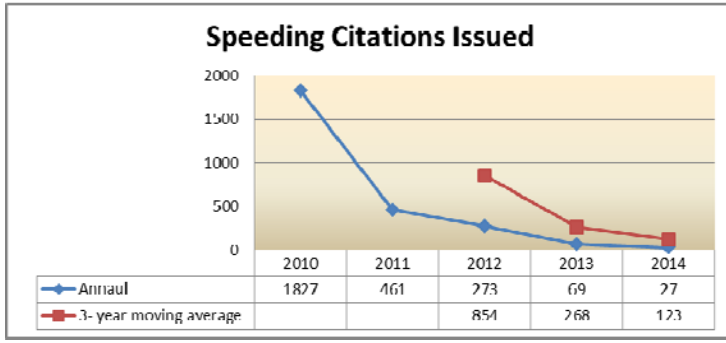


**A-3 NUMBER OF SPEEDING CITATIONS ISSUED DURING GRANT FUNDED ENFORCEMENT**

To increase territory-wide speed citations issued during grant funded enforcement through increased activity.



Although funding is provided for grant initiatives the VIPD continues to conduct speed enforcement and issue citations during non-grant funded local activities. During the five (5) year trend of the data, it can be observed that the citations dropped significantly in 2013 but increased in 2014. This will continue to be the trend, as an increase in enforcement activities continues to improve.



**Other Performance Measures:**

**Distracted Driving:** Increase awareness of the risks of distracted driving from a baseline of 0 responses in 2016 to a target of 100 by December 31, 2016.

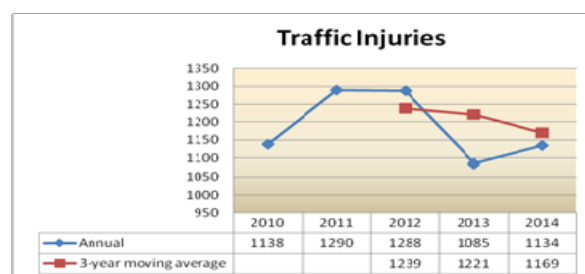
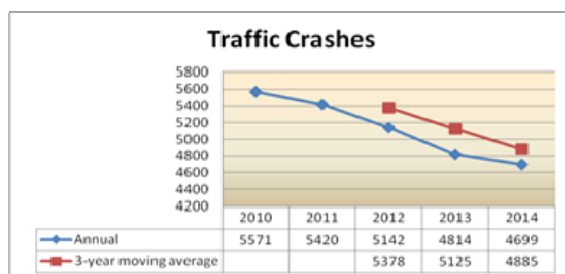
The VIOHS currently does not collect data on distracted driving. However, a pre and post attitude and awareness survey to evaluate the drivers’ attitudes regarding the risks of various distractions and the perceived risk of receiving a citation under distracted driving laws will be conducted in FY 2016.

## DATA ANALYSIS/PROBLEM IDENTIFICATION

### CRASHES/INJURIES

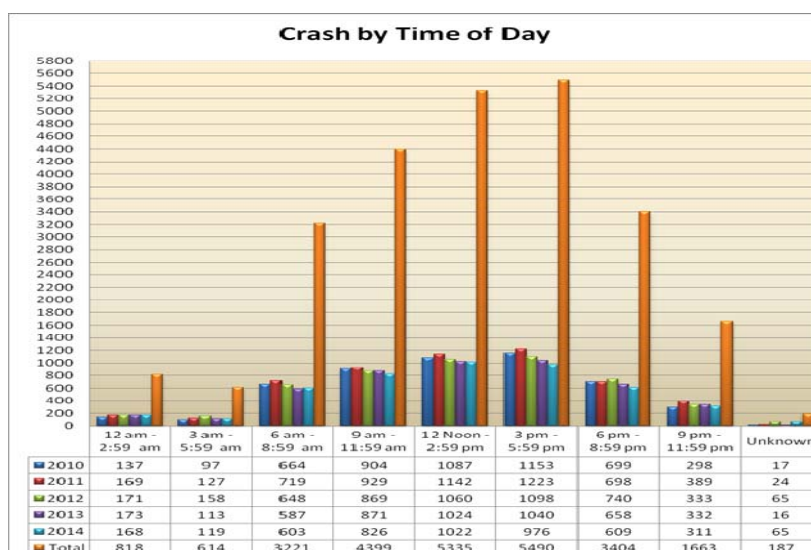
There were 115 fewer crashes in the territory during 2014, a 2% reduction. Over the last five years, the average number of crashes has been 5,129.

The number of injuries resulting from roadway crashes in 2014 was 49 higher or 5% higher, than the 1,085 injuries that occurred in 2013. Injuries resulting from crashes represented 24% of all crashes occurring in 2014. Over the last five years, the average number of injuries (which includes complain of pain; moderate; life threatening; and killed) from roadway crashes has been 1,187; however serious injuries have been an average of 18.



### CRASHES BY TIME OF DAY

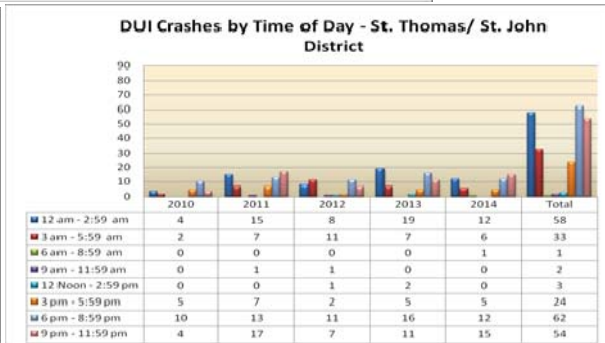
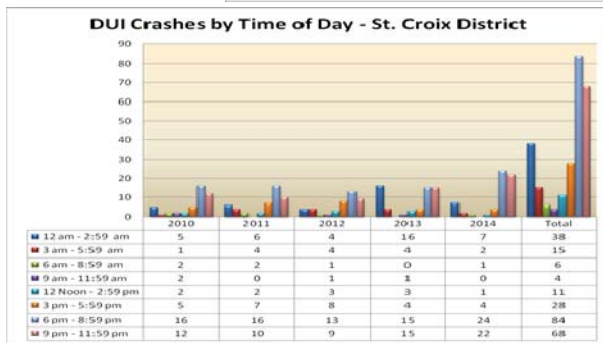
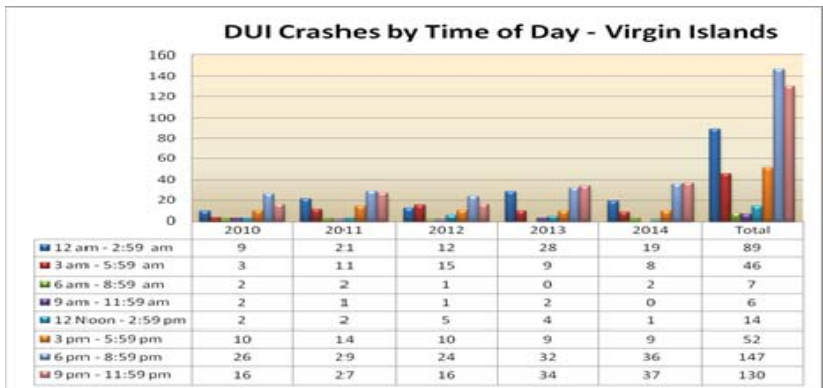
The time of day appears to influence the number of crashes that occur. More crashes occur between the hours of 12 noon and 3 pm (5,335 crashes) and 3 pm and 6 pm (5,490 crashes) than the other times of day. Less crashes occur between the hours of midnight – 3 am (818 crashes) and 3 am and 6 am (614 crashes). This increase in crashes can be attributed to the fact that more vehicles are on the roadways during lunch time and the end of the normal workday. On the interim, the times of the day that reflects the least amounts are traffic can be contributed to the cultural practices of not having overnight traffic on the roadways, except in the case of alcohol-related crashes (see below).





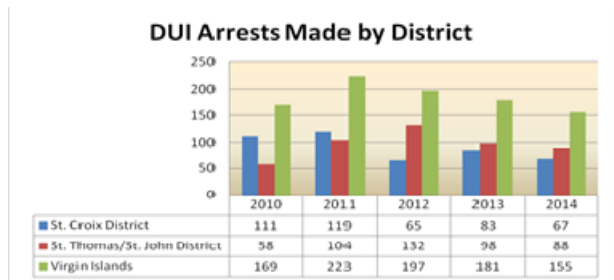
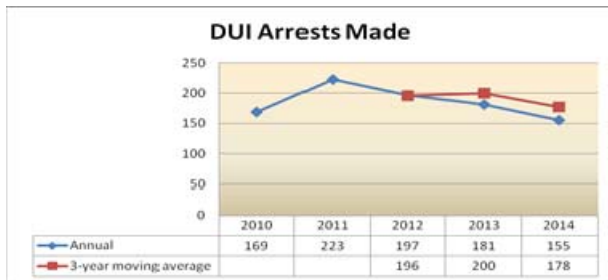
### DUI CRASHES BY TIME OF DAY

Most DUI crashes territory-wide occur between the hours of 6 pm and 12 pm and the least DUI crashes occur between 6 am and 3 pm.



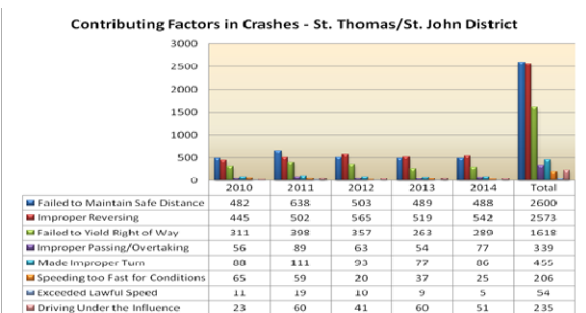
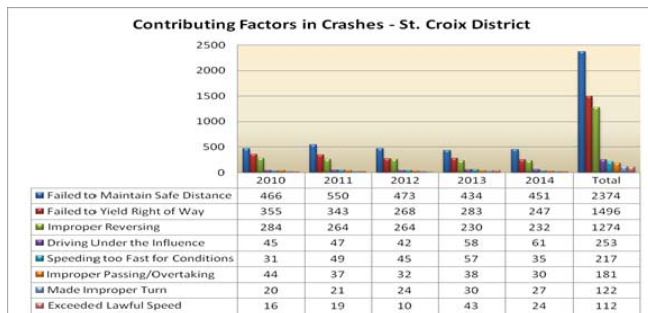
### DUI ARRESTS MADE

DUI Arrests have decreased from 181 in 2013 to 155 in 2014. Most of the DUI Arrests made in the St. Croix District occurred during the month of April and in the St. Thomas/St. John District during the month of March. The data shows that there are higher numbers of DUI arrests made during the Spring and not during the national crackdown for several reasons. During the Spring time, the Easter Holiday occurs within the Territory. This is a five (5) day weekend that occurs annually, as a local initiative, enforcement is done. Additionally, enforcement is done during the Carnival Seasons in April, July, and December through January respectively, Mother's Day weekend, Father's Day weekend, and during any major sporting or concert activities occurring within the Territory.



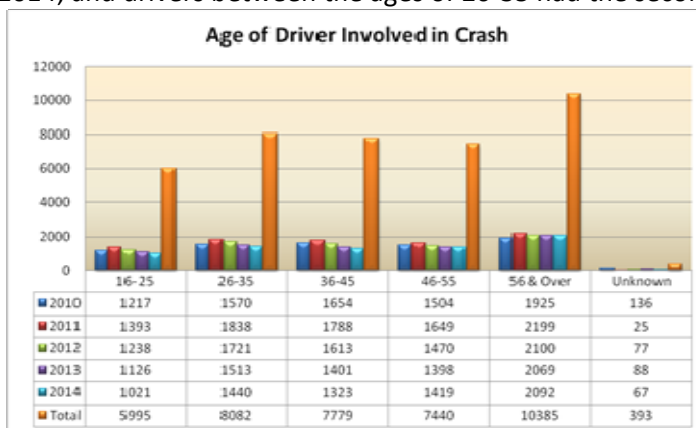
## CONTRIBUTING FACTORS TO VEHICLE CRASHES

While the Territory has realized a decrease in the number of overall crashes, our understanding of the causative elements is growing, as VIPD continues to improve its documentation of contributing factors to crashes. The leading contributing factor over the years have been failure to maintain safe distance followed by improper reversing and failure to yield to the right of way, which remained constant for the districts of St. Croix and St. Thomas/St. John.



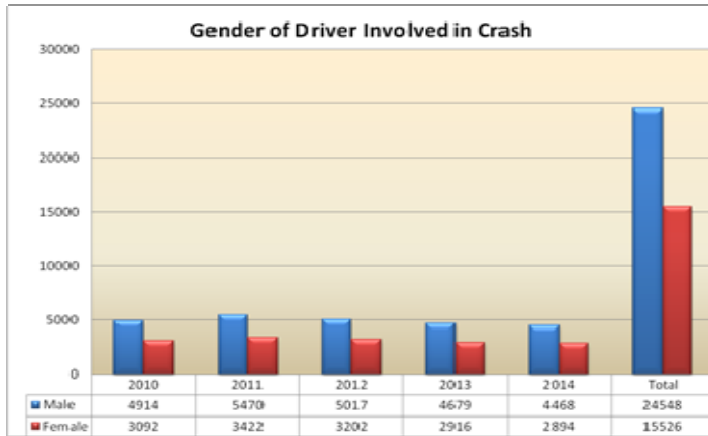
## CRASHES BY AGE GROUP

Drivers 56 and older were involved in more crashes than any other group, which totaled 10,385 from 2010 to 2014; and drivers between the ages of 26-35 had the second highest of 8,082.



### CRASHES BY GENDER OF THE DRIVER

Male drivers were involved in majority of the crashes in the territory. From 2010 – 2014, a total of 24,548 males were involved in crashes which represent 61% of the drivers, whereas a total of 15,526 females which represented 39%.



## HIGHWAY SAFETY PLAN

### Planning and Administration – USVI

**Proposed Budget: \$261,044.00**

**Funding Source:** Carry Forward Funds §402 - \$201,044.00

**Expected Funds: \$60,000.00**

Planning and Administration is section of the VI Office of Highway Safety Program that ensures that the federal funds are used to aid with problem identification and strategies that will make an impact on the number of crash related deaths and serious injuries. These funds will be used to administer the highway safety programs for the US Virgin Islands, to include evaluation of each highway safety program; staff and train the office such that operations are efficient, accurate and timely; travel to conferences such as GHSA annual conference, LifeSavers, regional meetings and any other NHTSA sanctioned meetings, workshops or conferences. A portion of these funds will also be used for personnel services of the financial officer, related professional services, inter island travel and accommodations for meetings, travel to attended conferences, workshops and seminars aimed at improving knowledge and accountability to local government, regional and national agencies, and the purchasing of supplies and equipment.

### Attitude and Awareness Survey -USVI

**Proposed Budget: \$75,000.00**

**Funding Source:** Expected Funds §402 - \$75,000.00

The VIOHS will develop a public awareness and attitudinal survey that measures behaviors, media, and enforcement conducted on traffic safety issues such as alcohol, safety belts, and speeding. The survey will target young and older drivers, child passenger safety, aggressive and distractive driving, as well as motorcycles. The survey will also cover the public's attitude on the effectiveness of enforcement activities.

### Alcohol Safety Program Management– USVI

**Proposed Budget: \$ 160,304.00**

**Funding Source:** Carry Forward Funds §402 - \$100,304.00

**Expected Funds: \$60.000.00**

Based on the 2010 to 2014 statistics, concerns were raised by the Virgin Islands communities in regards to alcohol-related crashes, arrests, and injuries. The Alcohol Safety Program was implemented for the main purpose of disseminating information and educating the public about the dangers of drinking and driving. In order to initiate a change in this area of concern, the program will focus on prevention and intervention initiatives and activities. The program will also implement new strategic plans, which are based on the overall mission and vision of the Office of Highway Safety in conjunction with the Uniform Guidelines for State Highway Safety Programs. With the hiring of a new Alcohol Safety Program Coordinator, trainings offered under the FY2016 Courses schedule will be attended to ensure that the understanding of program guidelines and best practices are followed and enforced.

The Alcohol Safety Program will conduct presentations to various groups such as high-school students in efforts of curtailing and preventing risky behaviors associated with alcohol related variables. Additionally, the Alcohol Safety Program will collaborate on other alcohol prevention projects with non-profit, community organizations to support public information and education through various medium on alcohol safety. Implementation will be done through both the Management portions as well as sub-granted projects to aid in the reduction of drunk driving and underage consumption of alcoholic beverages. During the 2016 fiscal year the program will incorporate quarterly reviews and monitoring of all alcohol projects to ensure that the sub-grantees are following through with their implementation

plans. After each site visit, the coordinator will be responsible for reporting all findings to the Director and preparing letters to sub-grantees indicating the findings, expectations for future site visits and any recommendations deemed necessary.

### **Youth Alcohol Program (Seventh Day Adventist) USVI**

**Proposed Budget: \$24,699.00**

**Funding Source: Carry Forward Funds §402 - \$24,699.00**

The mission of this program is to educate and bring awareness to youths of the territory, empowering them to become responsible citizens, and positive agents in our fight against alcohol use among youths. Through comprehensive preventative programs, the "Too Smart to Start" Youth Group will conduct programs, events, training and will inform the community of the dangers of underage drinking in the Virgin Islands through the fostering of positive relationship with the youths.

Results from the 2011 Youth Risk Behavior Survey conducted by the VI Department of Education found that 25% of respondents stated that they have had at least one drink of alcohol, at least once or twice. Results from the study also showed that 15.8% of teens had their first drink at the age of 13 or 14. The survey also yielded that over the past 30 days, 19.4% of the respondents stated that in a one to two day period, they had at least one drink of alcohol. This population targeted in the survey is part of the driving population. As such, the program is necessary to deter this risky behavior. This youth-oriented program operates from location No. 17A Plessen, Frederiksted St Croix 00840. Project funds will coordinate with businesses and faith based organizations to provide education on the dangers of underage drinking and driving. The project will focus on youth in the identified age group needing intervention and support. Funds were approved for this project before. However, the need for restructuring the program to meet the overall goals of the VIOHS had to be done.

### **Impaired Driving Program– USVI**

**Proposed Budget: \$608,153.00**

**Funding Source: Carry Forward Funds §402 - \$358,045.00**

**St. Croix District Budget: \$308,153.00**

**St. Thomas / St. John Budget: \$300,000.00**

#### St. Croix District

Considering the decrease of DUI arrest from FY2010to FY 2014, there is a dire need to continue to conduct activities highlighted as effective countermeasure within the Territory. Initiatives sought for FY2016 remains to include saturation patrols throughout the island of St. Croix during the National Highway Traffic Safety's Mobilization scheduled dates and during local holidays as sustained enforcement initiatives. The DUI Enforcement Van will house the equipment needed to aid the enforcement and securing arrestees in the field. Visible presence of the VIPD and the enforcement initiatives will reduce the amount of DUI crashes, injuries, and fatalities.

Two Intoximeter EC/IR were previously purchased to process drunk drivers; expediting the arrest. Officers from Zones C, B and Special operations Bureau were trained to operate the Intoximeter. However, with yearly enhancements to these products and the effectiveness in service training will occur during this fiscal year to make certain that the enhancement of officers' knowledge of job performance when encountering DUI motorists. Therefore they will continue to be trained on how to properly detect, test, document and testify relative to DUI violators. Training will also be provided on roadside impaired drug enforcement. To ensure that efficient and updated measures are used to determine DUI, the District will train Traffic Investigators as DWI Instructors to be able to identify

vehicle operators driving under the influence of alcohol and will enable the officer to teach the Standardized Field Sobriety Testing course. Traffic Investigators will also be trained as Certified Maintenance Technicians on the Intoximeter EC/IRII. The certification will allow the investigators to maintain the equipment locally and to testify in court.

### ***St. Thomas/St. John/Water Island***

To enforce D.U.I. compliance, the Virgin Islands Police Department Traffic Bureau will conduct Alcohol Enforcement Initiative check points throughout the St. Thomas/St.John/Water Island District. In addition, VIPD patrols will monitor roadways in the vicinity of local businesses that serve alcohol, to include clubs, bars and restaurants.

Officers will conduct these checkpoints during the hours between 8pm -4am which is the same time frame that the majority of the arrests took place during FY 2015. These scheduled check points will be conducted during the National Highway Traffic Safety's Administration's crackdown dates for the Fiscal Year and during local holidays as sustained enforcement initiatives.

The Traffic Bureau will distribute informational material which will be geared towards educating the motoring public about impaired driving. Impaired Driving materials are available to the public at The Office of Highway Safety, Commander Centers, VIPD's Record's Division, Internal Affairs and Human Resources Offices. This information is available in the form of program brochures and pamphlets. The brochures are ordered as part of materials included under the supplies portion of the grant, and are placed on shelves, in waiting areas of the above mentioned locations. Information is also available during enforcement activities that are non-grant funded and grant funded as well. The Virgin Islands Police Department will also partner with the Virgin Islands Office of Highway Safety to conduct Public Information Announcements. Radio talk shows will be attended to inform and educate the public about the dangers and consequences of operating a vehicle under the influence of alcohol and/or drugs.

Continuous training is a vital to increasing officers' knowledge which will help them to gain confidence when encountering DUI motorists. Officers will be trained on how to properly detect, administer and prepare documentation to convict DUI motorists. Continuous in service training will be conducted to ensure that officers are proficient in detecting, testing, documenting and testifying relative to DUI violators. Training will also be provided on advance roadside impaired drug enforcement.

### **DUI Offender – USVI**

**Proposed Budget: \$35,000.00**

**FundingSource:** Carry Forward Funds\$402 - \$23,651.00

**Expected Funds: \$10,000.00**

This project will focus on motivational intervention for court referred impaired driving offenders on St. Croix. The project will be offered in English and Spanish through the use of videos and printed materials in 5-week cycles, 2 sessions per week with a time duration of 2 hours per session. The aim will be for participants at the end of the 5-week cycle to demonstrate a change in attitude and behavior and be able to make conscious decisions not to drive after using alcohol and/or other drugs. Additionally, staff will be trained and certified to ensure that best practices are used while administering the program.

## **Police Traffic Services, USVI**

**Proposed Budget: \$600,000.00**

**Funding Source:** Carry Forward Funds §402 - \$200,000.00

**Speed Enforcement:** \$200,000.00

**Distracted Driving Enforcement:** \$100,000.00

**Aggressive Driving Enforcement:** \$100,000.00

**Expected Funds:** \$100,000.00 (Distracted Driving Enforcement)

\$100,000.00 (Aggressive Driving Enforcement)

This project will focus on aggressive driving, distracted driving, speed checkpoints (speed enforcement), failure to maintain safe distance and failure to stay in the correct driving lane, the leading contributing factors in crashes in the Virgin Islands. VIOHS will work closely with VIPD and other safety partners to develop a message regarding the importance of safety and attentiveness while driving.

By providing funds to VIPD for the aforementioned enforcements, results will be seen in the reduction of the amount of motor vehicle collisions thereby lowering fatalities and injuries caused by aggressive and distracted drivers. Funds for this project will be used for personnel, supplies costs as they relate to the enforcement activities. According to a study conducted by GHSA on "*Distracted Driving*," distracted driving is difficult to observe at the time it occurs and almost impossible to reconstruct accurately after the fact. After a crash, other important driver behaviors can be determined or estimated from hard evidence. As such, Traffic Investigators will need to travel to the Institute of Police Technology and management in Jacksonville, Florida to receive training to enhance their skills in Traffic Crash Investigation. These trainings will cover a broad spectrum consisting of Forensic Scene Mapping, Interviewing Techniques, Digital Photography, and crash data retrieval from the event data recorder (EDR). The training will prepare the traffic crash investigators in presenting evidence in the courtroom that would enhance the Attorney General's Office in securing convictions in the vehicle homicide and other serious crashes that result in major injuries and property damages. Finally, law enforcement will also participate in operation "Arrive Alive", and will select areas known for speeding, on a quarterly basis for special speed enforcement.

## **Occupant Protection Management, USVI**

**Proposed Budget: \$269,551.00**

**Funding Source:** Carry Forward Funds §402 - \$269,551.00

VIOHS' Occupant Protection program, assures that all citizens of the Virgin Islands are educated and motivated to use all available motor vehicle occupant protection systems 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.

Occupant Protection Program will include the coordination of activities, certification training and overseeing projects that promote the usage of restraint systems through education and enforcement. A portion of these funds will also be used for personnel services of the coordinator, related professional services, inter island travel and accommodations for meetings, travel to attended conferences, workshops and seminars aimed at improving knowledge. Administration will also include development and facilitation of public information and education projects, and providing status reports and updates on project activity to the Highway Safety Director and the NHTSA Regional Office.

The Occupant Protection program had an assessment done as required in February 2015. Several recommendations were made. To address these issues in increments the OP program has formed an

Occupant Protection Task force that is comprised of a small core group of individuals that will now be responsible for recruiting new members to the Child Passenger Safety program, focused on more community outreach and conducting special CPS activities to include to seat clinics and checks. This in turn, alleviates some of the responsibilities from the OP Coordinator as suggested in the assessment. Another effort is to recruit new community partners to carry out the mission of the OP program.

Funds will be provided to perform the statewide seat belt usage rate observation survey to determine the annual occupant seat belt usage rate for the territory. The survey will be conducted by a vendor chosen through the bid process according to local procurement procedures during the latter part of 2016, but no later than September 1, 2016.

VIOHS will continue to maintain the child safety seat inspection fitting station at its headquarters on St. Croix, at the Alexander Criminal Justice Complex in St. Thomas, and at the Fire prevention office in Cruz Bay, St. John. Approximately 6 child passenger safety clinics will be conducted. Educational materials such as activity books that promote the seat belt initiatives, and revised brochures that include the Territory's new seatbelt law, will be purchased for distribution at designated child safety seat checkpoints throughout the Territory with approval from the Regional NHTSA office.

The VIOHS will conduct safety seat checks on different locations on the territory using child seat safety technicians. The technicians will perform safety seat checks and conduct educational seminars to reduce the misuse and or non-use of child safety seats. Funds will also be used to purchase child safety seats for distribution to families at seat check events and fitting stations, ensuring that no more than 5% of total S.405b funds will be used to purchase child safety seats for low income distribution programs.

## **Child Passenger Safety, USVI**

**Proposed Budget: \$147,162.00**

**Funding Source:** Carry Forward Funds MAP-21 §405 B - \$147,162.00

Funds will be used to train individuals who are interested in becoming instructors and technicians who have lost their certification. The 40 hour Standardized Child Passenger Safety (CPS) Training course will be offered across the territory, two (2) recertification classes will be conducted during the year to ensure that the territory has an adequate number of technicians to serve the public. The aim will be to increase the current number of technicians and instructors throughout the territory. As such, training will be extended to nurses at the local hospital and staff who are willing and or requesting to be part of the occupant protection program so that it can be incorporated onto the hospital regular training schedule. Presentations will be scheduled in conjunction with organizations and government entities to educate individuals about the risk, danger and crash dynamics of not using seatbelts or child safety seats on every trip every time they travel in a motor vehicle on roads and highways. These funds will also be utilized to conduct overtime enforcement throughout the territory, to include the "Click It or Ticket" mobilization as well as, other local mobilizations to enforce the seat belt law.



## **Occupant Protection Enforcement- USVI**

**Proposed Budget: \$405,967.00**

**Funding Source:** Carry Forward Funds §402 - \$405,967.00

**St. Croix District Budget - \$236,982.00.00**

**St. Thomas/St. John District Budget - \$168,984.00**

The Occupant Protection Enforcement grants are responsible for enforcing the Occupant protection laws throughout the territory. 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.

The falling seatbelt usage rate in the VI over the past three years can be attributed to a regrettable decrease in the past of the level and intensity of seat belt enforcement activity. However, under a new Administration this behavior has been changed. Though grant funding is utilized to carry out these activities, the VIPD continues to conduct directed enforced activities to enforce all traffic laws on a daily basis through routines traffic stops.

The funds for this project will be sub-granted to VIPD to implement seat belt mobilizations for overtime patrols. All education related occupant protection initiatives conducted will utilize materials available at the VIOHS office.

The Click it or Ticket campaign will be conducted from May – June 2016 to increase seat belt use and educate the public about the impact seat belt use has on reducing injuries and fatalities in motor vehicle crashes.

## **Lutheran Social Services Early Headstart Program**

**Proposed Budget: \$25,000.00**

**Funding Source:** Carry Forward §402 \$25,000.00

Lutheran Social Services of the Virgin Islands (LSSVI) is a multi-service non-profit organization which has been in continuous operation since 1904. In September 2003 the Early Headstart Program was created. The program serves a total of one hundred and twenty children, families, and pregnant women. The program provides care and education services for infants and toddlers birth to three (3) years of age, and pregnant women at no cost.

The high frequency of Early Head Start parents who do not engage in transportation and child restraint practices is a concern. The program will provide education to parents through Safety workshops, in-house memos and brochures, one and one conversations with parents and parking lot monitoring with car seat safety enforcement.

## **Occupant Protection Task Force - USVI**

**Proposed Budget: \$160,549.00**

**Funding Source:** Carry Forward Funds MAP-21 §405 B - \$160,549.00

The VIOHS will conduct a territory-wide campaign to educate vehicle owners and potential passengers regarding the current laws in the Virgin Islands. This education outreach would be done in conjunction with churches, schools, non-profit organizations. The aim is to increase public awareness of the law and thereby raise the seatbelt use percentage in the territory. This program will differ from that of the outreach activities being conducted under the OP Management. It will be branched out to different organizations to provide education to hospitals, health clinics and in daycares throughout the Territory, with the proper training in

CPS laws and correct belt and seat usage. Education will be provided to consumers about choosing the right car seat for their child, the importance of registering car seats with the manufacturer, and what to expect if the seat is subject to a safety recall; in addition to advice and instruction to parents and caregivers respectively. An outside entity is also being formed to provide full CPS services throughout the territory. (Ex. - installation, education.)

### **Child Passenger Safety Enforcement- USVI**

**Proposed Budget: \$117,000**

**Funding Source:** Expected Funds MAP-21 §405 B - \$117,000

The Child Passenger Safety Enforcement program requires a combination of legislation use requirements, enforcement, education, and incentive strategies necessary to achieve significant, lasting increases in seat belt and child safety seat usage. The VIOHS strives to prevent injuries and deaths to car driver and occupants by increasing enforcement efforts as it pertains to child passenger safety to encourage compliance with the law and educating the general public.

### **Occupant Protection- USVI**

**BUDGET: \$174,657.00**

**Funding Source:** Carry Forward Funds §406 - \$174,657.00

The VIOHS will fund the VIPD projects in both districts to conduct seat belt usage initiatives throughout the year. These will be local random initiatives to increase seat belt usage for teenagers, adults, and to ensure that children and infants are secured properly in any moving vehicle. The funds will be shared equally in both districts.

### **Traffic Records Management, USVI**

**Proposed Budget: \$214,261.00**

**Funding Source:** Carry Forward Funds §408 - \$101,078.00

**Expected Funds: \$85,000.00**

This program area coordinates the various VIOHS funded projects aimed at improving the traffic records systems in use in the territory. The Traffic Records Coordinator is funded to, oversee and monitor the Traffic Records Program grant and projects; ensure that the projects and milestones outlined in the Virgin Islands Traffic Safety Systems Coordinating Strategic Plan are accomplished; and to plan and conduct Traffic Records Coordinating Committee meetings. Funds will also be used for related professional services, inter-island travel and accommodations for meetings, travel to attend conferences, workshops and seminars aimed at improving knowledge of sound traffic records systems.

### **Traffic Records Coordinating Committee Training Enhancement - USVI**

**Proposed Budget: \$129,261.00**

**Funding Source:** Carry Forward Funds MAP-21 §405 C - \$129,261.00

The VIOHS plans to assist the Traffic Records Coordinating Committee to better identify, plan and assist the territory by funding training for committee members to attend regional conferences, seminars and workshops. A minimum of five TRCC members should attend at least two traffic records related trainings or conferences held by NHTSA, FHWA or traffic record meetings (conferences) geared towards the territories in order to share similar problems, ideas and successful resolutions (outcomes). Funds were previously awarded under this section for fiscal year 2015 and are available in the grants tracking system. However, the project never commenced. Proposal will be submitted during Fiscal Year 2016.

## **Virgin Islands Emergency Medical Services (VIEMS) - USVI**

**Proposed Budget: \$71,000.00**

**Funding Source:** Carry Forward Funds §408 - \$45,881.00

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 and in 2014 VIEMS had approximately 7,813 patient care encounters of which approximately eight hundred and thirty-nine (839) were traffic related. 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; and
- create strong community involvement

Project funds will be used to further increase the upload of Patient Care Reporting System from EMS personnel while continuing to improve the accuracy of the information captured. This project will support continued training for EMS personnel, enhancement software and connectivity to ensure that the system allows for the efficient and timely entry of the data and the data is then easily extracted and exported to relevant stakeholders (Department of Health, VIPD, Attorney General) when necessary.

## **E-Citation Project USVI**

**Proposed Budget: \$1,550,928.00**

**Funding Source:** Carry Forward Funds §408 - \$1,550,928.00

The E-citation project is an electronic System that will transmit citations and provide interconnectivity to all governmental agencies in a timely manner to all governmental agencies (Attorney General Office (AGO), Bureau of Motor Vehicles, Superior Court, and VIPD) that may need the information. This information will be published and made available in user friendly formats to law enforcement officials, engineers, the legislature and other entities that need access to this information. This manner will eliminate human error in writing, identifying appropriate fines, and specific infractions; in an almost immediate fashion. This project will commence as a pilot with the St. Croix and St. Thomas/St. John District. The success of the pilot will determine whether the project will be expanded and rolled out in the entire Territory.

## **BMV – Barcode Implementation**

**Proposed Budget: \$15,000.00**

**Funding Source:** Carry Forward Funds §408 - \$15,000.00

VIOHS will work with VI Bureau of Motor Vehicles in the enhancement of their Vehicle Registration and Title (VREG) system through the implementation of a PDF Barcode capability to enhance data sharing and security. This information will have connectivity to the Office of Highway Safety's electronic citation project and will also be used by law enforcement officers as the information would automatically be populated by the electronic ticket, minimizing human error.

### **BMV- Insurance File Management System**

**Proposed Budget: \$45,000.00**

**Funding Source:** Carry Forward §408 \$45,000.00

VIOHS will work with VI Bureau of Motor Vehicles in the implementation of a system to ensure timely, complete, and accurate insurance information is available in BMV's Records Management System (RMS). Through the implementation of this project, BMV will be able to manage the insurance cancellation and renewal of vehicles registered in the RMS. In addition, the system will provide BMV the capability to load files with updates to the insurance from an ftp site automatically. As a result, this will provide up to date insurance information to law enforcement officers accessing the system while at a traffic infraction.

### **BMV, VIPD, AGO, and Court Connection Project**

**Proposed Budget: \$200,000.00**

**Funding Source:** Carry Forward §408 \$200,000.00

This project will allow the VIPD, BMV, SC, and AGO to transmit and receive pertinent information electronically relative to citations, point system, vehicle registration and driver license and adjudication and dispositions. It will also increase accessibility and decrease the time it takes to process information with these agencies, by linking their databases, to connect the citation (VIPD) and adjudication and dispositions (SC) systems.

### **Virgin Islands Roadway Inventory Project**

**Proposed Budget: \$107,754.00**

**Funding Source:** Carry Forward Funds §408 - \$107,754.00

The VIOHS will work with both the Public Works department and the Office of the Lt. Governor to fund the territory roadway inventory project. The identification, location and naming of the territory's roadways will be used to assist VITEMA's 9-1-1 system to provide better directions to the first responders. The Office of the Lieutenant Governor and the Department of Public Work will provide funding for signage for the streets within the Territory. The naming and the blueprints will be provided and paid for by the Department of Public Works. The VIOHS will provide funding to enhance a database needed to report on crash elements. An automated data collection system will be enhanced to include the collection of roadway inventory, to aid with database management that covers entry and analysis of GPS points for auto-crashes. This information will also enable the accident report information to upload into the system with more accurate information, and thus enable the compilation of areas of high incidents. When identified, those problem areas can be used by the VIPD, DPW and the legislature to find possible solutions to reduce incidents and accidents. However, the VIOHS will revisit this project and use funds allotted for the implementation of new programs.

### **Motorcycle Safety - USVI**

**Proposed Budget: \$150,000.00**

**Funding Source:** Carry Forward Funds §402 - \$150,000.00

VIOHS will work with the Bureau of Motor Vehicles (BMV) to fund a project which will be geared towards focusing on novice and experienced rider participation in training programs for increased helmet use, reducing impairment, and increasing other drivers' awareness of the importance of sharing the road with motorcyclists to improve motorcycle safety.

Funds will be provided to conduct a maximum of twelve (12) motorcycle rider awareness training

programs. The training will consist of one (1) hour sessions that will be offered to motorcycle riders to improve riding, perception, and motorcycle riders awareness of motorist and pedestrians; to promote safe riding practices such as riding straight (alcohol awareness); and increasing awareness of motorcycle riders for traffic rules. In addition, rider coach training and the development of additional Motorcycle Safety Foundation courses will be pursued with the BMV.

#### **PAID MEDIA TRAFFIC SAFETY OUTREACH - USVI**

**Budget: \$225,000.00**

**Funding Source:** Carry Forward Funds §402 - \$175,000.00

<b>Pedestrian:</b>	\$75,000.00
<b>Aggressive Driving:</b>	\$75,000.00
<b>Distracted Driving:</b>	\$50,000.00
<b>Expected Funds:</b>	\$25,000.00 (Distracted Driving)

The VIOHS will develop traffic safety campaigns based upon NHTSA'S safety campaigns and advertisements, by means of the VIPD Public Information Officer and the territory's media electronic and print outlets to create a comprehensive media outreach plan that increases public awareness of pedestrian, distracted and aggressive driving and other National Highway Safety campaigns not represented by a direct program or enforcement schedule, such as the Motorcycle Safety, Texting can Wait, and Share the Road Safety campaigns. Distraction occurs when a driver "is delayed in the recognition of information needed to safely accomplish the driving task because some event, activity, object, or person within or outside the vehicle compels or induces the driver's shifting attention away from the driving task." The presence of a triggering event distinguishes a distracted driver from one who is simply inattentive or "lost in thought. With that being said, the VIOHS has noticed through observation an increase trend in distracted driving of motorists' texting while driving, and using a cell phone while driving. With the most alarming distraction being texting while driving as text messaging requires visual, manual, and cognitive attention from the driver, the VIOHS will increase public awareness of distracted driving. An educational campaign, through a media campaign that will run ads through various communications medium will be developed. The VIOHS will develop a media plan that informs the public of the risks of distracted driving and emphasize on the risk of citations and other consequences by September 30, 2016. The VIOHS will use these funds to initiate and develop a comprehensive Communication Plan to ensure that the message is out there to help the VIOHS reach its overall mission of reducing death and injury on the roadways. Targeted goals are as follows: to issue at least four (4) media releases by September 30, 2016, and an additional four (4) media releases by September 30, 2017. In addition, the VIOHS plans to work with the media to report on collisions caused by distracted driving.

## Program Cost Summary

The VIOHS will complete an electronic equivalent on the Grants Tracking System, GTS, when the fiscal year 2016 begins. Below is the HSP COST SUMMARY

<b>CARRY FORWARD FUNDS</b>		
FISCAL YEAR 2016- CARRY FORWARD ( <b>\$402</b> )		
HIGHWAY SAFETY PLAN COST SUMMARY		
PROJECT TITLE		TOTAL
PLANNING & ADMINISTRATION		201,044.00
ALCOHOL SAFETY MANAGEMENT		100,304.00
ALCOHOL IMPAIRED DRIVING ENFORCEMENT STT		49,892.00
ALCOHOL IMPAIRED DRIVING ENFORCEMENT STX		308,153.00
OCCUPANT PROTECTION MANAGEMENT		269,551.00
OCCUPANT PROTECTION ENFORCEMENT STX		236,982.00
OCCUPANT PROTECTION ENFORCEMENT STT&STJ		168,984.00
MOTORCYCLE SAFETY		250,000.00
DUI OFFENDER		23,651.00
PTS- DISTRACTIVE DRIVING		50,000.00
PTS- AGGRESSIVE DRIVING		50,000.00
PTS- SPEED ENFORCEMENT		100,000.00
YOUTH ALCOHOL		24,699.00
PAID MEDIA TRAFFIC SAFETY OUTREACH		175,000.00
TRAFFIC CONTROL - PUBLIC WORKS DEPT		350,855.00
<b>TOTAL \$402</b>		<b>2,359,115.00</b>
FISCAL YEAR 2016- CARRY FORWARD ( <b>\$406</b> )		
HIGHWAY SAFETY PLAN COST SUMMARY		
PROJECT TITLE		TOTAL
OCCUPANT PROTECTION		\$ 174,657.00
<b>TOTAL \$406</b>		<b>\$ 174,657.00</b>
FISCAL YEAR 2016 - CARRY FORWARD ( <b>\$408</b> )		
HIGHWAY SAFETY PLAN COST SUMMARY		
PROJECT TITLE		TOTAL
TRAFFIC RECORDS MANAGEMENT		\$ 101,078.00
ECITATION PROJECT		\$ 1,550,928.00
EMS PROJECT		\$ 45,881.00
TRAFFIC RECORDS - BMV BARCODE PROJECT		\$ 45,624.00
TRAFFIC RECORD - VI ROADWAY INVENTORY		\$ 303,307.00
<b>TOTAL \$408</b>		<b>\$ 2,046,818.00</b>
FISCAL YEAR 2016 - CARRY FORWARD ( <b>\$MAP-21 405(b) &amp; 405 ( c )</b> )		
HIGHWAY SAFETY PLAN COST SUMMARY		
PROJECT TITLE		TOTAL
LOW SEAT BELT USAGE TECHNICIAN TRAINING	406b	\$ 147,162.00
LOW SEAT BELT USAGE PUBLIC EDUCATION	405b	\$ 160,549.00
TRAFFIC RECORDS DATA PROGRAM	405c	\$ 129,261.00
<b>TOTAL \$MAP-21 405(b) &amp; 405 ( c )</b>		<b>\$ 436,972.00</b>
<b>TOTAL CARRIED FORWARD AS OF 06/22/2015</b>		<b>\$ 5,017,562.00</b>

## Project List

Project List				
PROJECT NAME	FUNDING SOURCE §	AREA	AMOUNT	2016 Expected Funds
PLANNING & ADMINISTRATION	402	P&A	\$ 201,044.00	\$ 60,000.00
ATTITUDE & AWARENESS SURVEY	402	A&A	\$ -	\$ 75,000.00
ALCOHOL SAFETY MANAGEMENT	402	AL	\$ 100,304.00	\$ 60,000.00
ALCOHOL IMPAIRED DRIVING ENFORCEMENT STT	402	AE	\$ 300,000.00	
ALCOHOL IMPAIRED DRIVING ENFORCEMENT STX	402	AE	\$ 308,153.00	
OCCUPANT PROTECTION MANAGEMENT	402	OPM	\$ 269,551.00	
OCCUPANT PROTECTION ENFORCEMENT STX	402	OPEX	\$ 236,982.00	
OCCUPANT PROTECTION ENFORCEMENT STT&STJ	402	OPEX	\$ 168,984.00	\$ 60,000.00
LUTHERAN SOCIAL SERVICES EARLY HEADSTART PROGRAM	402	OPLSSEHP	\$ 25,000.00	\$ 5,000.00
MOTORCYCLE SAFETY	402	MC	\$ 150,000.00	
DUI OFFENDER	402	DUI	\$ 25,000.00	\$ 10,000.00
PTS- DISTRACTIVE DRIVING	402	PTS-D	\$ 100,000.00	\$ 100,000.00
PTS- AGGRESSIVE DRIVING	402	PTS-A	\$ 100,000.00	\$ 100,000.00
PTS- SPEED ENFORCEMENT	402	PTS-S	\$ 200,000.00	
YOUTH ALCOHOL	402	YA	\$ 24,699.00	
PAID MEDIA TRAFFIC SAFETY OUTREACH	402	PMTS	\$ 200,000.00	\$ 25,000.00
TRAFFIC RECORD - BMV INSURANCE FILE MANAGEMENT SYSTEM	402	TRBMVIFMS	\$ 45,000.00	
OCCUPANT PROTECTION	406	OP-406	\$ 174,657.00	
TRAFFIC RECORDS MANAGEMENT	408	TRM	\$ 102,136.00	
ECITATION PROJECT	408	TReC	\$ 1,550,928.00	
EMS PROJECT	408	TREMS	\$ 71,000.00	
TRAFFIC RECORDS - BMV BARCODE IMPLEMENTATION	408	TRBMV	\$ 15,000.00	
TRAFFIC RECORD - VI ROADWAY INVENTORY	408	TRRI	\$ 107,754.00	
TRAFFIC RECORD - BMV VIPD, AGO, AND COURT CONNECTION ♣	408	TRBVAC	\$ 200,000.00	
CHILD PASSENGER SAFETY	§MAP-21 405 (b)	OPTT	\$ 147,162.00	
OCCUPANT PROTECTION TASK FORCE	§MAP-21 405 (b)	OPSBE	\$ 160,549.00	
CHILD PASSENGER SAFETY ENFORCEMENT	§MAP-21 405 (b)	CPSE		\$ 117,000.00
TRAFFIC RECORDS DATA PROGRAM	§MAP-21 405 (c)	TRDP	\$ 129,261.00	\$ 85,000.00
<b>TOTAL CARRY FORWARD FUNDS</b>			<b>\$ 5,017,562.00</b>	
<b>TOTAL §402</b>			<b>\$ 2,454,717.00</b>	
<b>TOTAL §406</b>			<b>\$ 174,657.00</b>	
<b>TOTAL §408</b>			<b>\$ 2,046,818.00</b>	
<b>TOTAL §MAP-21 405(b) &amp; 405 ( c)</b>			<b>\$ 436,972.00</b>	
<b>TOTAL 2016 §402 EXPECTED FUNDS</b>			<b>\$ 530,602.00</b>	
<b>TOTAL 2016 §MAP-21 405 ( b )EXPECTED FUNDS</b>			<b>\$ 117,000.00</b>	
<b>TOTAL 2016 §MAP-21 405 ( c )EXPECTED FUNDS</b>			<b>\$ 85,000.00</b>	
<b>TOTAL FUNDING FOR FY2016</b>			<b>\$ 5,750,164.00</b>	<b>\$ 697,000.00</b>

## Project List Funding

The VIOHS will be utilizing carried forward funds from FFY 2015 to fund some of its projects during FFY2016. The VI also uses General funds for mobilization initiatives when awaiting approval from Regional for the VIOHS enforcement projects. The territory is currently seriously challenged for funds. With the exception of the enforcement projects, there are no readily available funds to sustain the other projects. NHTSA funding is critical to the operation of the office of Highway safety. The USVI continues to maintain its effort to continue the operations of the Highway Safety office by ensuring that the coordinators of the various programs never experience any interruption of their salaries while awaiting approval of projects, or availability of funds of approved projects on the local government accounting system (ERP).



## Performance Report

The following is a program-areal level report on the Territory's success in meeting performance targets from the previous HSP.

### **Alcohol Safety Program:**

In the most recent year of available data, there were zero (0) alcohol-impaired driving fatalities. This number will make the 2016 target of zero (0) alcohol-impaired driving fatalities easy to meet. Through the development of safety messages; sub-granted interventions and public education and outreach the VIOHS expects to see a decrease in the amount of alcohol-impaired driving injuries from 80 to 75 displaying a 6% decrease from the 2014 reported amount.

During FY 2015, funds were utilized to carry out the Alcohol Safety Program and its projects' enforcement activities and other initiatives. Public Information and Education campaigns have increased thereby creating more public awareness on the dangers and consequences of drunk driving and underage drinking especially in the high schools. Other accomplishments for Fiscal Year 2015 include:

- National Drunk and Drugged Driving (3D) month – This enforcement mobilization was conducted with the goal of increasing public awareness on drunk driving during the holiday and festival seasons. The initiatives were successful where the DUI arrests showed a reduction from the prior fiscal year. There were a number of Public Service Announcements (PSAs) conducted via radio and television stations in the Virgin Islands to promote drunk driving awareness; banners with alcohol safety messages were placed at strategic locations; and the Virgin Islands Police Department conducted Driving under the Influence (DUI) Check-points and saturation patrols on drunk driving.
- Local commercials continues to air on the local television network that stresses the consequences of DUI offenses and sending strong messages that enforcement activities will be conducted.

### **Traffic Records:**

In the most recent year of available data, there were twelve (12) traffic fatalities/total crashes. Based on the baseline data average of eleven (11) the Territory has set a goal of ten (10). This number will be easy to achieve. The involvement and input from the TRCC will continue to look at data to curtail risky behaviors that may pose as contributing factors for crashes through the development and enhancement of current program activities and established goals.

The funding provided by the VIOHS allowed the Program Coordinator to assist in the development of the traffic records program. This included planning, program implementation, monitoring, and evaluating traffic records activities.

The TRCC deemed it was very vital for the purchase of e-citation technology that will automate the citation process. Through the recommendation from NTHSA, the TRCC has decided to conduct a pilot project within the St. Croix, and St. Thomas/St. John Districts respectively. If the pilot is successful, then it will roll out to the entire Territory. The implementation of this project will allow the Virgin Islands Police Department, Bureau of Motor Vehicle, Superior Court, and Attorney General's offices to electronically transmit and receive pertinent traffic reports and citations, which are vital to the everyday functions of these agencies. In addition, it will allow BMV the ability to receive the citation reports and point system information that should be automatically transferred into the driver license database. The BMV will be able to access real-time driver and vehicle

ownership information to attach liens or serve warrants on outstanding tickets or any other traffic violation. Furthermore, the e-citation project will allow that case dispositions be transferred to the VIPD. Lastly, there will be timely and accurate processing of citation and adjudication data. The Court reverted to their old ENACT Court Management System and VIOHS is once again providing VIOHS with citation and DUI arrests data.

The number of days needed by law enforcement personnel to enter traffic crash reports in Report Beam has decreased from 17 days in 2014 to presently. The Report Beam System continues to improve accessibility by supporting electronic uploads and downloads of crash data for authorized VIPD personnel and agencies, such as the VIPD Traffic Investigation Bureau, VIPD Internal Affairs, VIPD Planning and Research Division, and Department of Public Works and other Governmental Agencies who receive this information when they enquire to OHS when in need for accurate statistics on accidents and fatalities in our territory.

### **Virgin Islands Emergency Medical Services:**

In the most recent year of available data, the EMS program strived to meet the goal maintaining lock chart timing of an average of one (1) to two (2) days. This goal will be achievable as a result of continued monthly data quality assurance review of all ePCR (electronic Patient Care Reports.)

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. There have been a few notable achievements with this project in fiscal year 2015, which are:

- Lock Chart timing has reduced tremendously from four (4) days in 2013 to an average of one (1) to two (2) days.
- Upgrades to EMSPCR allowed VIEMS the capability to report data to VIOHS for its Statewide Injury Surveillance System, as well as to the National NEMSIS.
- Programs such as Quality Assurance/Quality Improvement are conducted.

### **Occupant Protection:**

In the most recent year of available data, the seatbelt rate plummeted from 76.8% (2013) to 66.1% (2014). The OP program, has sets its goal to increase from 66.1% to 70% for the fiscal year. Increased non-grant funded and grant-funded initiatives through the fiscal year will make the goal achievable. The enforcement activities will deter seat belt offenses from occurring. Moreover, the push for outreach and task force creation as a recommendation of the OP assessment team will increase awareness of the importance of seat belt usage.

The VIOHS collaborated with several community partners to ensure that the safety message of buckling up is being disseminated throughout the community. We have joined forces with non-profit organizations and other government agencies to include, Fire Department, Rotary Mid Island and Rotary West, Queen Louise Home for Children, VIPR Friendship Committee, Williams Delight Headstart, Marley Headstart and Frederiksted Headstart, the Lew Muckle Elementary School, the Ricardo Richards Elementary, the Evelyn Williams Elementary School.

The need for child passenger clinics and presentations continues to grow. Parents, caregivers and other community partners have realized the need to have infants and children correctly restrained in moving

vehicles, and have collaborated with VIOHS to host car seat clinics and seat checks throughout the territory. The VIOHS, once again, hosted a child passenger safety presentation on the island of St. Thomas at the University of the Virgin Islands Sports and Fitness Center. This presentation was very enlightening for children that attended the Safety Day Expo held by the university. The presentation provided information about the correct use of all car restraints and allowed children to participate in hands on demonstrations throughout the day.

The Occupant Protection program has distributed more than 2,000 cumulatively seats free of charge to the public, and has trained over 500 people cumulatively as well, at the clinic and various community presentations. The VIOHS has been able to provide current information of the new trends in child passenger and highway safety, as well as insight on how and why car seats and other vehicular restraints are so important. The VIOHS continued its partnership with the Queen Louise Home Early Headstart / Teen Mothers program. This program enables teen mothers to continue on a positive path to complete their schooling and even look for jobs during and after the birth of their child. The program provides services such as daycare, counseling and other services to assist them with motherhood. The Virgin Islands Office of Highway Safety is pleased to be a part of this continuing effort to educate parents and caregivers about the importance of car and booster seats use, while parents and caregivers are given the opportunity to install these seats correctly every time for every vehicle trip.

The Occupant Protection program also operates a loaner car seat program, very popular in the community through word of mouth, through which seats are loaned to the general public free of charge. The project was able to loan 50 seats. Recently, we have partnered with the Department of Tourism where visitors contact our office and a Representative of the Occupant Protection Program meets them at the airport and correctly installs the loaner seat.

The VIOHS annually awards two Occupant Protection Enforcement grants for the Police Department on St. Croix and St. Thomas/St. John. These enforcement grants, through aggressive enforcement and mobilizations from past years to present, have been instrumental in raising the seat belt usage rate.

Based on the Traffic Statistics provided through the VI Superior Courts and Report Beam, seat belt and car seat violations were observed to be high during the second and third quarters which include major holidays and the Click it or ticket mobilization during the month of May on the territory.

### **Police Traffic Services:**

In the most recent years of available data, there were five (5) speed related fatalities. This number will meet its 2016 target of three (3) easy to achieve. Officers that are part of the Traffic Bureau along with the VIOHS staff (through the comprehensive media plan) will continue outreach, education, and enforcement activities to ensure this goal is met.

The VIOHS planned to award Police Traffic Services grants to the VIPD to assist in the reduction of the number of crashes in the Virgin Islands by focusing on aggressive driving, failure to yield, and failure to stop for stop signs and red lights. The VIPD would have used unmarked vehicles with patrol officers to monitor and enforce the laws at targeted areas. This project did not happen this year as a result of an unsatisfactory grant application. To ensure that this project commences during the next fiscal year, technical support, feedback, and supporting data has been provided to the sub-grantee to ensure that this does not happen again.

### **Motorcycle Safety:**

The VIOHS was unable to fund any Motorcycle Safety projects due to lack of corrected project submission from the Bureau of Motor Vehicles (BMV). However, the VIOHS continues to work with BMV to prepare a viable project which can be funded in the future.

## Effectiveness of Strategies Selected

### Impaired Driving Enforcement Deterrence Countermeasures that Work 2013

#### **ALCOHOL PROGRAM MANAGEMENT – Territorial**

The Alcohol Safety Management Project will continue to disseminate information and educate the public about the dangers of drinking and driving via pamphlets and brochures. Increased partnerships with other agencies yielded in the evaluation of the 2011 Youth Risk Behavior Survey. The survey has allowed new strategies to be developed to address underage drinking and DUI risky behaviors displayed by high school students. The implemented activities will aid in the reduction of drunk driving and underage consumption of alcoholic beverages during Fiscal Year 2016.

#### *Territory-wide Enforcement - St. Croix, St. Thomas/St. John/Water Island*

Based on the 2010 to 2014 statistics, concerns are continuing to be raised by the Virgin Islands communities in regards to alcohol-related crashes, arrests, injuries and underage drinking. Law enforcement officials will continue to work with the Legislature to amend the DUI fines; and to schedule effective DUI countermeasure enforcement initiatives for Fiscal Year 2016. Additionally, the VIPD will continue with sobriety checkpoints, saturation patrols, and breath-testing devices in order to curtail drunk driving in the Virgin Islands.

Additionally, continuous training will be provided to officers on the detection, administration of the Standardized Field Sobriety Test and documentation of the evidence so that officers may effectively detect DUI violators. Moreover, Advanced Roadside Impairment Drug Enforcement training (ARIDE) will be provided to the officers to have updated knowledge and tools to identify and address the specific nature of impaired driving. All officers are required to conduct enforcement during the national *Drive Sober or Get Pulled Over* campaign.

For Fiscal Year 2016 sobriety checkpoints and saturation patrols will be implemented and sustained throughout the year in order for the Districts to realize the full potential of this countermeasure.

#### Youth Alcohol (Countermeasures that Work, 2013)

The Youth Alcohol Project will continue with the surveys as a countermeasure in targeted communities in the District of St Croix, by targeting youth and children identified as at risk for underage drinking.

Moreover, the media, as a source of education, will be employed in this project to bring awareness to the communities of the danger of alcohol as it relates to youths and their drinking behaviors. The project will further incorporate alcohol prevention activities which will ignite culture change toward alcohol use by the youths of the targeted communities.

#### Mass Media Campaigns (Countermeasures that Work 2013)

In accordance with this countermeasure, the VIOHS mass media campaign will consist of intensive communications and outreach activities regarding alcohol - impaired driving that use radio, television, print, and other mass media, both paid and/or earned. Mass media campaigns are a standard part of every State's efforts to reduce alcohol impaired driving. Some campaigns publicize a deterrence or prevention measure such as a change in a State's DWI laws or a checkpoint or other highly visible enforcement program. Most mass media campaigns are not evaluated. Elder et al. (2004) studied the few available high-quality evaluations. The campaigns will be evaluated to make sure they are carefully planned, well-funded, well-executed, achieved high levels of audience exposure (usually by using paid advertising), had high-quality messages that were pre-tested for effectiveness, and were conducted in conjunction with other impaired-driving activities. These mass media campaigns were associated with a 13% reduction in alcohol-related crashes.

### Police Traffic Services (Countermeasures that Work 2013)

High-visibility enforcement campaigns have been used to deter aggressive driving and speeding through both specific and general deterrence. In the high-visibility enforcement model, law enforcement targets selected high-crash or high-violation geographical areas using either expanded regular patrols or designated aggressive driving patrols.

The evaluation evidence suggests that high-visibility, aggressive driving enforcement campaigns have promise, but safety benefits are far from guaranteed.

## **Occupant Protection**

### State Primary Enforcement Belt Use Laws (Countermeasures that Work 2013)

Primary enforcement belt use laws permit law enforcement officers to stop and cite a seat belt use law violator independent of any other traffic behavior. Secondary enforcement laws allow law enforcement officers to cite violators only after they first have been stopped for some other traffic violation. Compared with secondary laws, primary laws were associated with a higher observed seat belt use (10 to 12% higher) and higher seat belt use among front-seat occupants killed in crashes (9% higher).

### Communications and Support Outreach Supporting Enforcement (Countermeasures that Work 2013)

Effective, high-visibility communications and outreach are an essential part of successful seat belt law high-visibility enforcement programs (Solomon et al., 2003). Paid advertising can be a critical part of the media strategy. Paid advertising brings with it the ability to control message content, timing, placement, and repetition (Milano et al., 2004). The May 2002 *Click It or Ticket* campaign evaluation demonstrated the effect of different media strategies. Belt use increased by 8.6 percentage points across 10 States that used paid advertising extensively in their campaigns. Belt use increased by 2.7 percentage points across 4 States that used limited paid advertising and increased by only 0.5 percentage points across 4 States that used no paid advertising (Solomon et al., 2002).

### Inspection Stations (Countermeasures that Work 2013)

The misuse of child restraints has been a concern for many years. A number of programs have been implemented to provide parents and other caregivers with “hands-on” assistance with the installation and use of child restraints in an effort to combat widespread misuse. Child passenger safety (CPS) inspection stations, sometimes called “fitting stations” are places or events where parents and caregivers can receive this assistance from certified CPS technicians and are popular services provided by a variety of local CPS programs.

A recent evaluation of the child restraint fitting station network in New South Wales, Australia found that children whose parents attended a fitting station were significantly more likely to be properly restrained than children whose parents had not visited a fitting station. While specific to Australia, these results suggest similar benefits are possible in the United States.

## Traffic Records

### Highway Safety Program Guideline #10

To provide a complete and useful records system for safety program management at both the State and local level, the State should have a data base consisting of the following:

- A Roadway File with information about roadway location, identification, and classification as well as a description of a road's total physical characteristics, which are tied to a location reference system. This file should also contain data for normalizing purposes, such as miles of roadway and average daily traffic (ADT);

- A Citation/Conviction File which identifies the type of citation and the time, date, and location of the violation; the violator; vehicle and the enforcement agency; and adjudication action and results, including court of jurisdiction (an Enforcement/Citation File could be maintained separate from a Judicial/Conviction File) and fines assessed and collected.

High quality State traffic records data is critical to effective safety programming, operational management, and strategic planning. Every State, in cooperation with its local, regional and Federal partners, should maintain traffic records systems that support the driven, science-based decision making necessary to identify problems; develop, deploy, and evaluate countermeasure; and efficiently allocate resources. (Traffic Records Program Assessment Advisory, NHTSA, 2012.)

## Motorcycle Training

### (Countermeasures that Work 2013)

Motorcycle rider education and training has been thoroughly integrated into all aspects of motorcycle safety. The National Agenda for Motorcycle Safety encourages training. NHTSA's Motorcycle Safety Program Plan states that "*motorcycle rider education provides an opportunity for novice riders to learn the basic skills necessary to operate a motorcycle safely and for experienced riders to refresh and refine their techniques*" and recommends that States conduct frequent and timely education and training at sites that are accessible throughout the State.

Despite conflicting evidence, data suggests that having mandatory pre-license training for motorcyclists may reduce crashes and offenses by discouraging motorcycle riding, thus limiting exposure.

## Distracted Driving Enforcement

### (Countermeasures that Work 2013)

Cell phones have become an essential feature of modern life. In December 2011, Americans owned more than 331 million cell phones, an increase of about 100 million phones in 5 years (CTIA, 2010). In a NHTSA survey of 6,000 U.S. residents, two out of three drivers (67%) admitted to making or accepting phone calls while driving, with 25% reporting they do on some trips, and 15% saying they do so on most or all trips. Results from the NHTSA HVE program suggest hand-held cell phone use among drivers dropped 57% in Hartford and 32% in Syracuse. The percentage of drivers observed manipulating a phone (e.g., texting or dialing) also declined. Although the results are encouraging, the effect of the program on crashes is unknown.

## HIGHWAY SAFETY STRATEGIES AND PROJECTS

*As per CFR1200.11(c) (4) The VIOHS must provide evidenced based traffic safety enforcement program to prevent traffic violations, crashes and crash fatalities and injuries in areas of most at risk. At a minimum the Territory must provide analysis of crashes, crash fatalities, and injuries in areas of highest risk; Deployment of resources based on that analysis; and Continuous follow up and adjustment of the enforcement plan.*

### **Impact/Program Strategies**

#### **Alcohol Safety Management Program**

- Implement new strategic plans, which are based on the overall mission and vision of VIOHS in conjunction with the Uniform Guidelines for State Highway Safety Programs.
- Conduct Public Information and Education campaigns that will raise the level of public awareness on alcohol-related incidences within the Virgin Islands community through media and personal experiences.

#### **Seventh Day Adventist Church – Youth Alcohol**

- Increase the awareness of underage drinking as it relates to youths and families in targeted communities through print and broadcast media, training clinics, symposium and debate.
- Provide training on intervention procedures for youths to defuse, reduce and notify all threatening or dangerous incidents behavioral patterns of peers that are alcohol or drug related.

#### **Alcohol Enforcement – St. Croix District**

- Conduct DUI checkpoints and saturation control in areas shown to have high degrees of DUI crashes or arrests through statistical information.
- Provide in-service and off-island training for officers in accordance with NHTSA policies.

#### **Alcohol Enforcement – St. Thomas/St. John/ Water Island**

- Conduct enforcement initiatives in strategic location with the specified areas.
- Train and certify officers on the correct detection of impaired drivers.

### **Traffic Records**

- Continue implementing more integrated data systems that will allow all those who need access to complete and reliable data to have it available in real time
- Purchase e-citation technology that will automate the citation process and commence a pilot by September 30, 2016.
- Continue to charge the Traffic Records Coordinating Committee to review and evaluate new technologies to keep the traffic records system and highway safety data current, and update the Strategic Plan for Traffic Records by incorporating the recommendations from April 12 Traffic Records Assessment.
- Continue to collaborate with Virgin Islands Police Department and Department of Public Works and other agencies to explore and develop a system to improve the timeliness and completeness of traffic

crash location and roadway data for the territory to determine high crash areas by September 30, 2016.

- Continue to make available to stakeholders complete traffic information, to aid in their resource allocation and decision making process.
- Collaborate with BMV and other agencies to implement the Point Management System.

### **Occupant Protection**

- Conduct territory wide Public Information and Education campaigns and join NHTSA to conduct the “Click It or Ticket” and National Child Passenger Safety Week by September 30, 2015.
- Increase Occupant Protection enforcement operations to raise awareness of the law and its enforcement by September 30, 2015.
- Work with community based organizations to promote the correct use of car restraints and seat belts by September 30, 2015.
- Continue the NHTSA’s standardized CPS technician and Instructor training, as well as renewal and refresher classes.
- Provide CPS educational resources to law enforcement officers.

### **Child Passenger Safety**

- Continue to train and certify individuals in Child Passenger Safety technicians training throughout the territory.
- Support year-round child passenger enforcement with a special emphasis during national mobilizations.
- Have at least 9 fitting stations throughout the territory.

The US Virgin Islands is comprised of three islands with a population of 106, 405 residents and a land area of 133 square miles. To meet the traffic safety needs of residents, the VIOHS works closely with the VIPD fund and enforcement program that targets all its major roadways. The VIOHS uses statistics of fatalities, crashes and injuries collected on the VIPD database, Report Beam. The data collected by the VIOHS is dispersed on a quarterly basis in the “STATS” booklet. The data is discussed during the TRCC meetings when they are held. The TRCC in conjunction with the VIOHS staff reviews the data and determines the types of enforcements that are needed to address the areas of concern the Territory has. This process initiates the interests of potential enforcement activities. Funding for sub-grantees are prioritized based on what the greater needs are for the office. During this process the necessary training on the preparation and requirements of the grant application is offered for sub-grantees. This is not a one-time process. Training follow-up on and off site is conducted as long as the VIOHS staff feels it is necessary or a sub-grantee inquires.

With the awarding of projects to sub-grantees data and enforcement activities effectiveness is monitored to determine whether or not the resources have been deployed effectively to yield the expected results of inhibiting the problems.

The data is included in the HSP and is being used by VIOHS to determine funding for the impaired driving, aggressive driving, distracted driving and occupant protection enforcement programs as well as initiatives in other critical program areas. Taking into account the size of the territory and the data being collected, the VIOHS feels that it has met the “*analysis of crashes, crash fatalities, and injuries in areas of highest risk*” as per 1200.1(c) (4).



## **MONITORING, CONTINUOUS FOLLOW-UP AND ADJUSTMENT**

Enforcement grants are monitored throughout the grant year by Highway Safety Program Stake Holders and modifications are made where applicable. VIOHS is in constant contact with the VIPD Executive meetings, grant monitoring sessions, phone calls, press events etc. and enforcement deployment strategies are constantly being evaluated. The VIOHS continues to look at the data collected for enforcement activities. The forms that are used to record the data for the enforcement activities are reviewed to ensure that all the information needed is captured. The VIOHS will revise (if necessary) to ensure that the needed information to determine effectiveness of the initiatives are captured. The monthly reports are submitted to the office and reviewed by the Coordinators. If shortfalls are identified, recommendations on how to receive the maximum benefit of the activities conducted. During the review and monitoring process, if it determined that resources are not being maximized or used correctively, corrective actions are taken where onsite monitoring of activities are done and management (District Police Chiefs) are informed of such to provide additional support, guidance, and mandates in the deployment of enforcement activities. In addition, VIOHS also believes that general deterrence is effective and the VIPD has the ability to provide a geographical enforcement presence in all areas of risk.

## **CERTIFICATIONS AND ASSURANCES**

Certification Statement for the Section 402 program, which can be signed **only** by the State's Governor's Representative for Highway Safety is required. The statement provides assurances that the State will comply with applicable laws and regulations, financial and programmatic requirements, and the special funding conditions of the programs. The State must use only the exact format and language specified in Appendix A (make **no** changes in the required language) and include **every** certification.

## Contact Information

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<p>RAMONA MENDERS OFFICE ASSISTANT</p>	<p>GERRAINE LUBRIN FISCAL OFFICER</p>	<p>AKIL JOHNSON VIOHS DIRECTOR</p>
		
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## Company Information

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**National Highway  
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245 Main Street  
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TEL: 914.682.6162  
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August 27, 2015

The Honorable Kenneth Mapp  
Governor of the Virgin Islands  
Government House  
Charlotte Amalie  
St. Thomas, Virgin Islands 00801-6847

Dear Governor Mapp:

We have reviewed the Virgin Islands' fiscal year 2016 Highway Safety Plan (HSP) as received on June 30, 2015, and revised on August 24, 2015. Based on this submission and subsequent revisions, we find your HSP to be in compliance with the requirements of 23 CFR Part 1200.

The National Highway Traffic Safety Administration is placing conditions on the approval of the Virgin Islands FY 2016 highway safety program to ensure federal funds are used effectively and efficiently. Details regarding these conditions and/or funding restrictions have been provided to your Representative for Highway Safety, Police Commissioner Delroy Richards.

We congratulate the Virgin Islands on its accomplishments in advancing our traffic safety mission; however, there is more work to do. As stewards of public funds, it is critical that we continue to fulfill our shared responsibility of using these limited safety dollars in the most effective and efficient manner. To that end, I pledge our continued support to you and the Virgin Islands Office of Highway Safety and look forward to achieving our mutual goals of reduced fatalities, injuries, and crashes on the Island's roads.

If you would like any additional information on the Virgin Islands' Highway Safety Plan review please feel free to contact me at 914.682.6162.

Sincerely,

Michael N. Geraci  
Regional Administrator

bcc: Delroy Richards, Police Commissioner, VIPD  
Akil Johnson, Administrator, VIOHS  
James Christian, Division Administrator, FHWA  
Enid Martinez, State Director, FMCSA  
Maggi Gunnels, Associate Administrator, NHTSA, ROPD, (Sharepoint)





U.S. Department  
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**National Highway  
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August 27, 2015

Delroy Richards  
Police Commissioner  
Office of the Police Commissioner  
Alexander A. Farrelly Justice Center, 2<sup>nd</sup> Floor  
St. Thomas, Virgin Islands 00802

Dear Commissioner Richards:

We have reviewed the Virgin Islands fiscal year 2016 Highway Safety Plan (HSP). Based on the July 1, 2015 original submission and subsequent revisions, the Virgin Islands meets the requirements of 23 CFR Part 1200.

However, the National Highway Traffic Safety Administration (NHTSA) is placing the following conditions on our approval of the Virgin Islands FY 2016 highway safety program to ensure federal funds are used effectively and efficiently:

- We will continue to review and approve FY16 projects and will not reimburse any costs incurred prior to project approval. This review ensures that each proposal includes appropriate problem identification, measurable goals and objectives, effective countermeasures, and a reasonable, justifiable and allocable budget. We will also continue to review source documentation for all vouchers submitted. Please allow a minimum of ten (10) working days for each project or voucher review to be completed.
- The Virgin Islands Office of Highway Safety (VIOHS) must finalize its policies and procedures manual based on our March 2015 preliminary review to reflect the processes described in its HSP, and implement its highway safety program according to these processes. Please submit the final version of the VIOHS policies and procedures manual to the regional office for review and approval by **November 1, 2015**. Failure to meet this deadline may result in withholding of project and voucher approvals.

These conditions will remain in effect throughout FY 2016 or until you are notified in writing that they have been removed.

This determination does not constitute an obligation of federal funds for the fiscal year identified above or an authorization to incur costs against those funds. The obligation of Section 402 program funds will be effected in writing by the NHTSA Administrator at the commencement of the fiscal year identified above. However, federal funds reprogrammed from the prior-year HSP (carry-forward funds) will be available for immediate use by the State on October 1, 2015.



Reimbursement will be contingent upon the submission of an updated HS Form 217 (or the electronic equivalent) and an updated project list, consistent with the requirement of 23 CFR §1200.15(d), within 30 days after either the beginning of the fiscal year identified above or the date of this letter, whichever is later.

We congratulate the Virgin Islands on its accomplishments in advancing our traffic safety mission; however, there is more work to do. As stewards of public funds, it is critical that we continue to fulfill our shared responsibility of using these limited safety dollars in the most effective and efficient manner. To that end, I pledge our continued support to you and the Virgin Islands Office of Highway Safety and look forward to achieving our mutual goals of reduced fatalities, injuries, and crashes on the Island's roads.

If you would like any additional information on the Virgin Islands' Highway Safety Plan review please feel free to contact me at 914.682.6162.

Sincerely,



Michael N. Geraci  
Regional Administrator

cc: Akil Johnson, VIOHS Director  
James Christian, FHWA Division Administrator  
Enid Martinez, FMCSA Division Administrator  
Maggi Gunnels, Associate Administrator, NHTSA, ROPD

