



HIGHWAY SAFETY PLAN EVALUATION

FY 2015

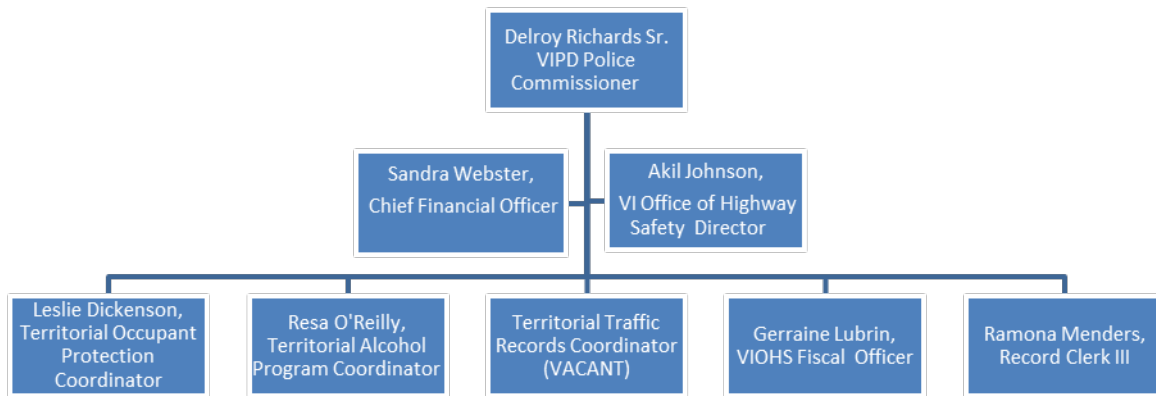
ANNUAL REPORT

Virgin Islands Office of Highway Safety
32A & 33AB Smithfield
St. Croix, USVI 00840
Tel: 340 772-3025
Fax: 340 772-2626

TABLE OF CONTENTS

List of Acronyms _____	4-5
Mission/ Executive Summary _____	7
Core Performance Measures _____	8
Other Performance Measures _____	9-11
Planning and Administration _____	12-13
Alcohol Safety Program _____	14-15
Alcohol Enforcement Program, St. Croix _____	16-17
Alcohol Enforcement, St. Thomas _____	18
DUI Offender Risk Reduction _____	19-20
Occupant Protection Management _____	21-23
Occupant Protection Enforcement, St. Croix _____	24-25
Traffic Records Management _____	27-28
Virgin Islands Emergency Medical Service _____	29-30
Attitude and Awareness Survey _____	31-32

Virgin Islands Police Department – VIOHS Hierarchical Chart



LIST OF ACRONYMS

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

Virgin Islands Office of Highway Safety
Annual Report Federal Fiscal Year 2015

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

PAGE LEFT BLANK INTENTIONALLY

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 National Highway Traffic Safety Association (NHTSA) is dedicated to achieving the highest standards of excellence in motor vehicle and highway safety. Pursuant to the approval of the Virgin Islands Senate, legislation was passed making the Virgin Islands Office of Highway Safety (VIOHS) responsible for developing and implementing, on behalf of the Governor of the Virgin Islands, the Virgin Islands Highway Safety program. To achieve our mission, the VIOHS promotes territory traffic safety programs through education, and 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 and subsequent deaths, injuries and property damage. 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 short-term approaches.

The Federal Fiscal year (FFY) 2013 Highway Safety Plan (HSP) addressed the national priority program areas of the National Highway Traffic Safety Administration (NHTSA) and the Federal Highway Administration (FHSA). The following areas were addressed by the VIOHS in FFY 2013, Territorial Safety Programs known as §402, §405 and §408, with §402 being the primary source of funding for these initiatives, to the territory. Progress in meeting our objectives, and strategies is measured based on nine legally required (23CFR1200.10 (a) (1)) core performance measures, one (1) behavior measure and four (4) activity performance measures. See table page 2.

The primary function of the VIOHS includes:

- Administration – Includes the management of federal highway safety funds (§402, §405 and §408) and local funds (non-matching), the distribution of these funds to sub-grantee agencies, and preparation of the annual Highway Safety Plan and Highway Safety Plan Evaluations.
- Problem Identification – Includes identification of actual and potential traffic hazards and the development of effective countermeasures.
- Leadership and Technical Assistance (previously referred to as “Monitoring and Evaluation”) – Includes monitoring initiatives that impact highway safety and evaluation of the effectiveness of approved safety projects.

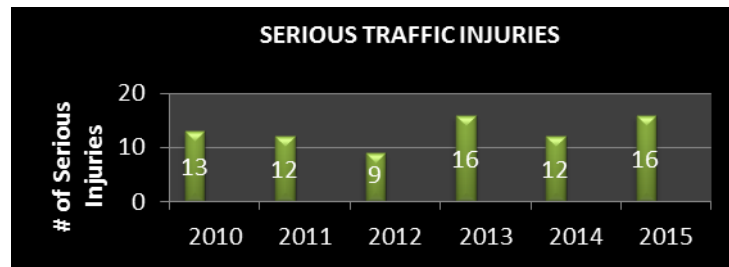
Core Performance Measures

Measure	Baseline(from HSP)	Target/goal (from HSP)	Current FY 2015
Traffic Fatalities	12	9	14
Serious Injuries	12	8	16
Fatalities/VMT	N/A	N/A	N/A
Unrestrained occupant fatalities	3	2	3
Impaired driving/riding fatalities	2	0	1
Speeding-related Fatalities	4	3	2
Motorcyclist Fatalities	2	1	2
Unhelmeted Motorcyclist Fatalities	1	0	0
Drivers <21 involved in fatal crashes	0	1	3
Pedestrian Fatalities	5	3	2
Observed seat belt use	76.8 %	85.7%	82.15% (preliminary)
Seat belt citations issued during grant-funded enforcement activities	LEAVE BLANK		1,287
Impaired driving arrests made during grant-funded enforcement activities			0
Speeding citations issued during grant-funded enforcement activities			1

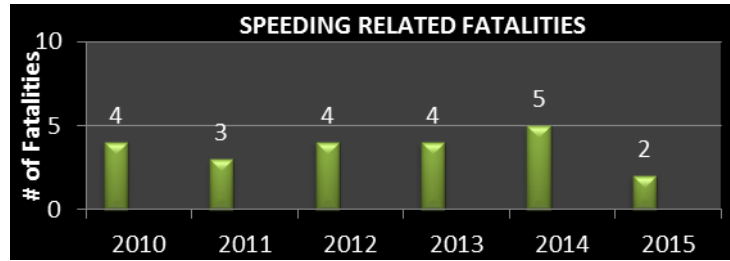
OTHER PERFORMANCE MEASURES

The process of setting traffic safety improvement goals and their measurements begins with the gathering of traffic data. In the fifteen (15) activities performance measures areas data is gathered and analyzed for the five (5) more recent years available. Additionally recent performance and trends are analyzed. Trends from the previous two years are looked at more closely. Some obvious questions are asked. Are the more recent years trending up or down to a greater or lesser degree? Goals are also influenced by the size and magnitude of the programs that are being put in place to address the goals.

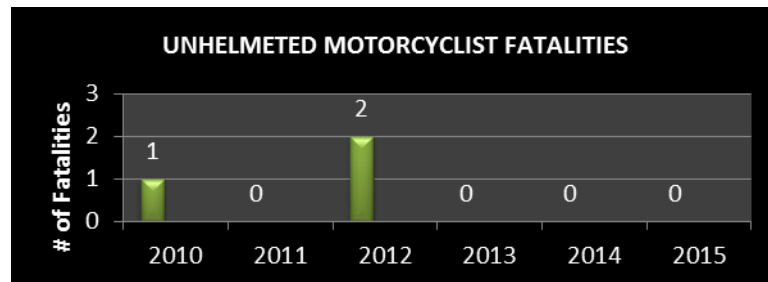
1. To decrease traffic fatalities (vehicles) by twenty-five percent (25%) from the 2009-2013 calendar base year average of twelve (12) to nine (9) using the performance measure of total number of traffic fatalities. This goal was not met as there was an increase from last year's number of eleven (11) to fourteen (14). This was a 27.27% increase.
2. To decrease serious traffic injuries by thirty percent (30%) from the 2009-2013 calendar base year average of twelve (12) to eight (8) using the performance measure of total number of serious injuries. This goal was not met as there was an increase from twelve (12) to sixteen (16) which represents a twenty-five 25% increase in serious traffic injuries for the fiscal year.



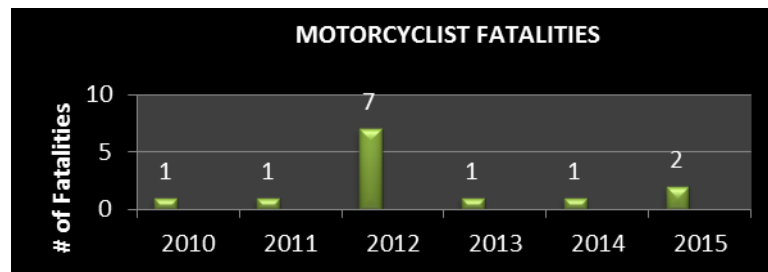
3. To maintain bicycle fatalities percent of zero (0) from the 2009-2013 calendar base year using a performance measure of capturing the total number of bicycle fatalities if any. This goal was met this year as bicycle fatalities were maintained.
4. To decrease unrestrained passenger vehicle occupant fatalities in all seating positions by fifty percent (50%) from the 2009-2013 calendar base year average of three (3) to two (2) using a performance measure of capturing the total number of unrestrained passenger vehicle occupant fatalities. During this fiscal year, the goal was not met. The number remained the same of three (3) instead of having a reduction as previously anticipated.
5. To decrease alcohol impaired driving fatalities by fifty percent (50%) from the 2009-2013 calendar base year average of two (2) to one (1) using a performance measure of capturing of total number of alcohol impaired driving fatalities. During this year, the goal was met. The impaired driving amount was reduced fifty percent (50%) from two (2) to one (1) during the 2015 fiscal year.
6. To decrease speeding-related fatalities by twenty-five percent (25%) from the 2009-2013 base year average of four (4) to three (3) using the performance measure of a total number of speeding-related fatalities. This goal was met this fiscal year. Instead of it being reduced from four (4) to three (3), it was reduced to two (2). Therefore, this was a decrease of fifty 50%.



7. To decrease the number of motorcyclist fatalities by fifty percent (50%) from the 2009-2013 calendar base year average of two (2) to one (1) using the performance measure of a total number of motorcyclists fatalities. This was not met. Instead of having a reduction, the amount of motorcyclist fatalities it remained the same of having two (2) motorcycle fatalities.



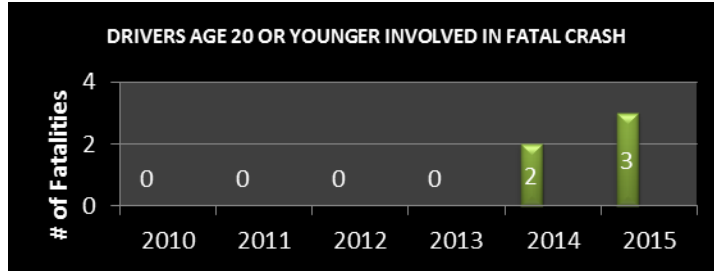
8. To decrease the number of Unhelmeted Motorcyclist Fatalities by fifty percent (50%) from the 2009 – 2013 calendar base year average of one (1) to zero (0) using the performance measure of a total number of unhelmeted motorcyclists fatalities.



9. To maintain the number of drivers age twenty-one (21) or younger involved in fatal crashes of zero (0), from the base line calendar year of 2009 – 2013 using the performance measure of a total number of drivers age twenty-one (21) or younger involved in fatal crashes. This goal was not met, as there was an increase of the fatalities from zero (0) to three (3).
10. To decrease pedestrian fatalities sixty percent (60%) from the 2009 – 2013 calendar base year average of five (5) to two (2) using the performance measure of a total number of pedestrian fatalities.
11. To increase territory-wide observed seatbelt use of front seat outboard occupants in passenger vehicles by three (3) percentage points from the 2009 – 2013 calendar base year average usage rate of 82.7 percent (82.7%) to 85.7 percent (85.7%) using the results of the 2015 seat belt survey results.

Virgin Islands Office of Highway Safety
Annual Report Federal Fiscal Year 2015

12. To increase territory-wide impaired driving arrests during grant funded enforcement by one (1) percentage point from 2009-2013 calendar base year average number of 6 to 7 using the performance measure of a total number of impaired driving arrests. This goal was not met. During the grant funded initiatives the amount of DUI arrests were zero.



PROJECT CONTRIBUTIONS TO MEETING HIGHWAY SAFETY TARGETS

Planning and Administration – USVI

Awarded: \$224,685.00 (approx.)

Expended: \$119,667.53 (approx.)

§402

Highway Safety project funded in the USVI supervises three (3) program coordinators by funding source §402, §405, and §408 for FY 2014.

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

Objectives

- To provide leadership and resources for the development and implementation of the traffic safety programs during Fiscal Year 2015.
- To attend trainings, conferences, and webinars during Fiscal Year 2015 that would enhance the overall job performance of the OHS as stipulated by the National Highway Traffic Safety Administration (NHTSA)
- To conduct at least 6 media events to publicize all locals and national enforcement initiatives whether or not they are funded by VIOHS by September 30, 2015.
- To prepare financial vouchers, Highway Safety Plans (HSP) and annual reports before the designated due dates applicable and before the end of Fiscal Year 2015.

Results:

The VIOHS Planning and Administration (P & A) program was able to achieve some of the objectives under this section fully and partially. Primarily, the VIOHS Director held several staff meetings during the fiscal year. Staff meetings were held to discuss program updates as well as other office related information. Meetings were held on April 8, 2015; May 14, 2015; June 15, 2015; August 25, 2015. Agenda and sign-in sheets are available for meetings that were held. Coordinators were given a day where one-on-one meeting would be held between them and the Director to discuss program related progress, to ensuring program goals are being met not only from the Management grants but sub-granted grant under each of the respective programs. Programs developed ensured that all goals were measurable and attainable. During the fiscal year, the P&A program managed and developed vouchers, the annual Highway Safety Plan for Fiscal Year 2016, as well as program evaluation. Site visits were not conducted on a monthly basis. However, there were many telephone and email informal monitoring that was done by the team to warrant tracking of the program activities that were approved.

During the course of the fiscal year the Director of the VIOHS, and the Fiscal Officer (staffed under the P & A program), and the VIPD’s Chief Financial Officer attended several trainings throughout the fiscal. Trainings attended were the *National Highway Transportation Safety Bi-Regional Summit*; the *NHTSA 2015 Region 2 State Governor’s Representative Meeting*; the *GHS Annual Meeting*; and the *Managing NHTSA Grant Funds and the Grants Tracking System Courses*. The training afforded not only the opportunity for a new Director to be trained and gather a better understanding the program requirements needed to operate a functional and compliant Highway Safety Office. The information gathered from each of the trainings were shared with staff and provided guidance to enhance the effectiveness of the operations of the office. Moreover, reports were completed to provide the Office of the Commissioner to discuss what was erudite at the trainings and what would be altered as an outcome of attending the courses. The NHTSA training schedule was also provided to staff as an encouragement that would make them effective and efficient program Coordinators in putting into effect best practices for each program area they are assigned to. GHS newsletters were received by staff to keep up with program changes, especially those that were relevant to the Territories. Webinars (some conducted by the

Region) were also attended during the fiscal year. Finally, pointers, guidance, and testimonials were beneficial particularly when it came to recording and performing required high visibility enforcements for grant funded and non-grant funded activities. This yielded capacity building for the programs.

The VIOHS Planning and Administration project aimed to meet the objective of conducting at least six (6) media events that will publicize local and national initiatives that were grant funded and non-grant funded. This was partially achieved. The Alcohol program and Occupant Protection Program did have press conferences that publicized the national initiatives that would occur. Radio shows, and news paper ads were also used to get the word out on not only that the initiatives that were going to be done, but to shed light and educate on the importance of roadway safety. The details and results of this objective will be discussed in details under the related sections of this report.

In past fiscal years, the Virgin Islands Office of Highway Safety were not submitting vouchers and keeping track financially of what was occurring throughout the fiscal year; and meeting slated deadlines. As such, an objective preparing financial vouchers, Highway Safety Plans, and annual reports within applicable deadlines was created. Thus far, there have been seven (7) vouchers that have been prepared and submitted for the fiscal year; An approved FY 2016 HSP and the preparation and submission of an annual report all on time has been done. Hence, the objective was achieved.

FY 2016 Corrective Measures

Just as this area had successes, there were some shortfalls that occurred under this section. Primarily in the area of ensuring that monthly one-on-one meetings were not adhered to. As a corrective action the Director will make certain that meetings are adhered to. Close monitoring and personalized technical support will be the intended outcome of this correction. Next is the fact that site visits were conducted and followed by a letter from the Administrator as a progress report for the sub-grantees. Conducting monitoring visits is a necessary element that the VIOHS needs to ensure that is conducted. Monitoring will help the VIOHS as a prevention method be able to address all short falls that may occur during the fiscal year of all approved projects. Therefore, it will be a requirement as part of each employee's evaluation to accomplish this task. On the other hand, an increase in public awareness and dissemination of public information is necessary for the VIOHS to broaden alertness of safety that will help aid in reaching program goals. Consequently, the VIOHS will work on developing a comprehensive media plan to disseminate information. In the interim, during the vouchering process, there were occurrences of where questions and clarifications were request before vouchers were approved. The VIOHS will closely monitor all supporting documentation (reports, receipts, payroll, etc.) prior to submission to minimize reoccurrences during the next fiscal year. All the corrective measures above, if adhered to, will generate comprehensive results an increase program success.



Administration

Alcohol Safety Program Management – USVI

Awarded: \$96,943.00

Expended: \$30,298.74

\$402

In an effort to reduce impaired driving crashes, arrests, and injuries for Fiscal Year 2015 while maintaining zero fatalities with funding from the VIOHS, the Virgin Islands Police Department will continue to collaborate with the Alcohol Safety Coordinator to conduct various activities such as Alcohol Enforcement on one (1) crackdown initiative: National Crackdown on Impaired Driving (Labor Day – August to September). Also, the Alcohol Safety Coordinator will continue to increase drunk driving awareness through public information and education in the Virgin Islands community.

Objectives

- To provide technical support to the project managers and closely monitor their grants in order to comply with the applicable federal requirements; To conduct quarterly on-site monitoring activity on each sub-grantee project by the end of Fiscal Year 2015, in order to evaluate the effectiveness and efficiency, and to report the findings; To provide a detailed, written report of each on-site monitoring activity to the Administrator at the end of each visit with the sub-grantee during Fiscal Year 2015.
- Develop a comprehensive Public Information and Education Campaign on drunk driving prevention; Conduct Public Information and Education within the Territory through two (2) National DUI Initiatives and four (4) local events for Fiscal Year 2015.
- To attend Traffic Safety Institute trainings and Lifesavers Conference during FY 2015 that would continue to enhance the overall job performance of the Alcohol Safety Coordinator.

Results:

The Alcohol Program Management grant was able to achieve some of its goals during the fiscal year. To begin, there was technical assistance provided to sub-granted programs under the Alcohol Program. The aid was offered July 15, 2015; August 7, 2015; August 13, 2015; September 10, 2015 and September 30, 2015 respectively. Documentation of these encounters was done through work load logs that shows the areas that were covered; the results; and corrective measures if deemed necessary. This section also required for quarterly on-site monitoring to be done to observe the progress of the programs and capture any shortcoming that may jeopardize the goals and objectives of the approved programs. Regrettably, this was not completed during the fiscal year for several reasons. The Alcohol Program lost its previous Coordinator and did not have one on board until June of 2015. Furthermore, in-service training needed to be conducted on how to carry out monitoring activities needed to be done. The VIOHS was also trying to streamline the forms and the process through the completion of the *VIOHS Standard Operating Procedures* that contained the updated monitoring forms that will be used, causing a hindrance of completing this task. Because of the on-site monitoring not being conducted written reports could not be done following visits during the fiscal year.

Another initiative under the section was to develop a comprehensive Public Information and Education Campaign on drunk driving prevention through two (2) National DUI initiatives and four (4) local events for the fiscal year. A comprehensive media plan was not developed during this fiscal year. The intent is to have the VIOHS develop one inclusive of all its programs. This will ensure that the public remains informed and educated throughout the year. Granting that the plan was not the done, the program was able to conduct one national initiative. The event was the *Drive Sober or Get Pulled Over Campaign*. During this period, the event started off with a press conference. The press conference discussed the Office of Highway Safety Drive Sober Initiative. The

Virgin Islands Office of Highway Safety
Annual Report Federal Fiscal Year 2015

press conference announced the national crackdown on drunk driving and highlighted the dangers of driving while drunk. Public awareness of this activity was also made public through publishing in local and online newspapers respectively (The St. Croix Avis; The Virgin Islands Daily News; The Island Trader; and the St Croix Source). Additionally, banners displaying the messages “*They’ll See You Before You See Them-Don’t Drink and Drive...Drive Sober or Get Pulled Over*” were strategically placed throughout the island of St. Croix to promote the activity. The Virgin Islands Police Department conducted DUI checkpoints and saturation on drunk driving. The operation bore citations as follows: 21 seatbelt, 1 child seat, 5 driver’s license plate, 1 speeding, and 17 other traffic violations; resulting in 84 citations and 54 interventions overall. Although the reports reflect some activity, the officers reported zero DUI arrests or stops.

Last but not least, the program anticipated for the participation in *Traffic Safety Institute* trainings and *Lifesavers Conference* that will enhance the overall job performance of the Alcohol Safety Coordinator. During the fiscal year, as previously mentioned, the Alcohol Program did not have a Coordinator on board for the entire fiscal year. So, attendance of the *Lifesavers Conference* that occurred in March 2015 did not happen. On the Interim the Alcohol Coordinator attended the *Instructor Development* course in September 2015. The course discussed provided the Coordinator with the tools to develop presentations, manage the classroom and improve public speaking skills which will help the Coordinator to effectively promote alcohol safety initiatives in the classroom and during outreach activities.

FY 2016 Corrective Measures

The need for improvement is something the program recognizes should be conducted to accomplish said goals. Primarily, the program will ensure that grant proposals are approved no later than the first week in the fiscal year. This will ensure sufficient time to perform duties and activities related to the attainment of the Alcohol Program Management Grant goals. The above narrative discusses the fact that quarterly monitoring activities and reports were not completed during the fiscal year. To eradicate this problem, a monitoring schedule will be developed for the fiscal year and have the forms approved in the *VIOHS Standard Operating Procedures* used for effective monitoring. Reports will also be done to share with the VIOHS Director as well as the Project Directors that will highlight the status of program activities and objectives. On the other hand, enforcement activities will be conducted to include the National Initiatives and the local events. The comprehensive public information and education campaign on drunk driving prevention will also be worked on to merge with a comprehensive plan that involves the VIOHS Director and other program area Coordinators. Moreover, enforcement activities conducted will be evidence-based. This will safeguard that the program is placing its resources when and where the data shows DUI arrests and alcohol-related crashes are most prevalent. In turn, NHTSA money will be utilized most effectively to drive down the DUI number.

Alcohol Enforcement – St. Croix, USVI

Awarded: \$225,279.00

Expended: \$7,375.10

\$402

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

Objectives

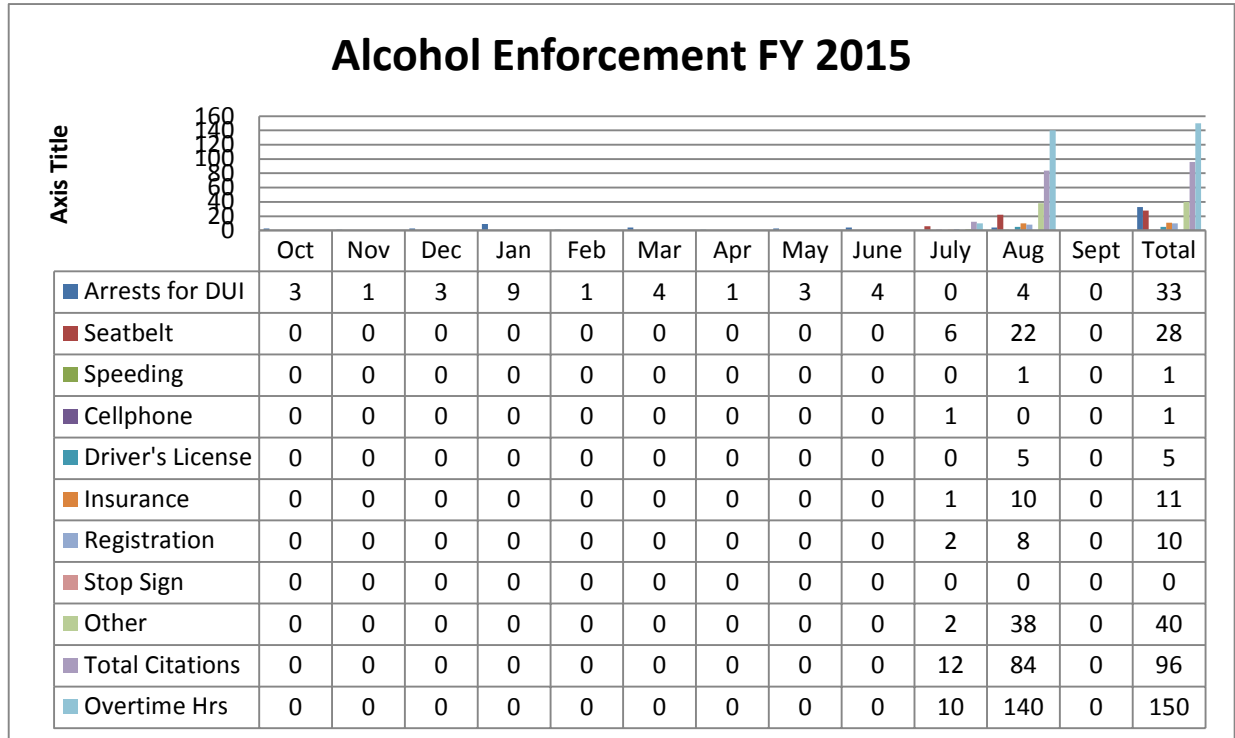
- To conduct 20 checkpoints to aid in the decrease of DUI crashes by 10% from 50 (ReportBeam) in fiscal year 2014 to 45 by September 30, 2015.
- Increase public awareness and education about impaired driving during one (1) National Mobilization – August through September 2015; and three (3) local campaigns – March, May and June 2015 - by utilizing media outlets during Fiscal Year 2015.
- To train one (1) officer as an Instructor for the DUI Instructor Course on Standardized Field Sobriety Test (SFST) operation; and two (2) officers on the maintenance of the Intoximeter EC/IR II by September 30, 2015.

Results

The Alcohol Enforcement St. Croix grant program had the intent of completing several tasks to help them achieve results during the fiscal year. Due to change of the program Coordinator and fiscal restraints hampering the program deliverables there were several objectives that were partially met. To begin, the program was slated to conduct 20 checkpoints to aid in the decrease of DUI crashes. According to the data collected this goal was not met. When compared to the previous year of fifty (50) crashes, this year showed a total of thirty-seven (37) crashes overall for the fiscal year. Out of the twenty (20) checkpoints that were to be conducted there were only three (3) that were conducted throughout the year. The DUI checkpoints were conducted on August 29, 2015, August 30, 2015 & August 31, 2015, on Northside Road and Bonne Esperance intersection. The other objective was to increase public awareness and education about impaired driving through a National Mobilization and three (3) local campaigns- March, May and June 2015. Inopportunately, only the National Mobilization conducted from August to September. Results from the initiative were: twenty-two (22) seatbelt citations; one (1) speeding citations; five (5) driver's license citations; ten (10) insurance citations; eight (8) registration citations; and thirty-eight (38) other citations. During this National Mobilization, officers worked 140 overtime hours. During the month of August, four (4) DUI arrests were made during non-grant funded initiatives. No educational materials were distributed and no presentations regarding the dangers of drunk driving were conducted.

The next action item was to have one (1) officer trained as an Instructor for the DUI Instructor Course on Standardized Field Sobriety Test (SFST) operation; and two (2) officers on the maintenance of the Intoximeter EC/IR II by the end of the fiscal year. This objective was partially met. The Traffic Commander sent two police officers on trainings for the Intoximeter preparation and maintenance. Police Officer Vincent Heyliger and Police Officer Dave Looby attended the training. The attendance helped the officers to understand the programming and inner function of the system on how to check for mechanical failures and do analysis check and repairs. As a result of the training VIPD will have hands-on trainers to assist with the department's in house user enrichment and development.

The chart below is reflection of what happened during the 2015 Fiscal Year under the St. Croix Alcohol Enforcement Program.



FY 2016 Corrective Measures

As shown above, funds were not expended as they were intended to. This resulted in the budgets under the Office of Highway Safety in conjunction with the Office of Management and Budget as well the Department of Finance going through hiccups of getting the budgets online. As a corrective measure, the Department has had meeting with the Department heads to explain how critical getting the budgets online in a timely fashion is. The VIOHS will warrant that the budgets get online so that program activities are conducted to meet goals. To address the issues of manpower, the Chief of Police, Deputy Chief of Police, and Grant Coordinator will continue to be notified of the manpower shortage and communication with the zone commanders will be done to ask them to encourage their officer to be vigilant in looking for and arresting DUI offenders while on patrol. The commanders will also be advised to encourage their officers to take part in the initiatives whether or not they are grant funded.



Alcohol Enforcement – St. Thomas, USVI

Awarded: \$111,479.00

Expended: \$-0-

\$402

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

Objectives

- Decrease the number of DUI crashes from 81 to 77 by 5% by 9/30/2015.
- Increase public awareness and education of motorist from 5% to 7% during national mobilizations by 9/30/2015.
- Train and certify fifteen sworn officers in DUI enforcement and the Standardized Field Sobriety Test.

Results

The Alcohol Enforcement St. Thomas grant program had the intent of completing several tasks to help them achieve results during the fiscal year. Due to change of the program Coordinator and the Traffic Commanders and fiscal restraints hampering the program deliverables there were several objectives that weren't met. To begin, the program objective was to decrease the number of DUI crashes from 81 to 77 by 5% by 9/30/2015. The program was slated to conduct hi-visibility checkpoint initiatives during two (2) National Mobilizations Local Holiday; these initiatives were not conducted. Despite no grant funded activities being conducted during the fiscal year there were a total of forty-two (42) DUI arrests made. Of the forty-two (42), thirty-two (32) were crash related and the other ten (10) were done as a result of non-grant funded traffic stops. The other objective to increase public awareness and education of motorist from 5% to 7% during national mobilizations by 9/30/2015 was not met. Officers did not attend forums and discussions geared towards impaired driving, nor did they attend any radio talk shows to discuss the effects and consequences of impaired driving. DUI brochures were not distributed during any public enforcement initiatives, public events or sustained enforcement. Public service announcements through media outlets during national campaigns and holidays were not conducted.

The next action item was to train and certify fifteen sworn officers in DUI enforcement and the Standardized Field Sobriety Test was not meet. No officers were selected to attend the SFST training.

FY 16 Corrective Measures

Due to a switch of the program Coordinator and Traffic Commanders, there were several objectives that weren't met. Funds not being expended as they were intended to also resulted in the program not meeting its goal. Funds not being expended as they were intended to resulted in the budgets under the Office of Highway Safety in conjunction with the Office of Management and Budget as well the Department of Finance going through hiccups of getting the budgets online. As a corrective measure, the Department has had meetings with the Department heads to explain how critical getting the budgets online in a timely fashion is. The VIOHS will warrant that the budgets get online so that program activities are conducted to meet goals. The Alcohol Safety Coordinator will work closely with the new Traffic Commander to ensure that activities are implemented as scheduled.



ST. THOMAS
POLICE SERVICE

DUI Offender Risk Reduction

Awarded: \$22,812.00

Expended: \$2,706.70

\$402

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

Objectives

- Complete Needs Assessment to determine the type of care/treatment needed for each DUI referred offender during FY 2015 program cycles.
- To utilize material developed by PFL and other community resources to impart critical information about the dangers of impaired driving during FY 2015 program cycles.
- Conduct a 3-Month Out Patient Program to address addiction issues of DUI Offenders referred from the completed PFL motivational program DUI class during FY 2014 program cycles.

Results

The DUI Offender Risk Reduction grant was able to achieve some of its goals during the fiscal year. To begin, referred offenders completed orientation regarding the purpose of the needs assessments. Following the orientation, the needs assessments to determine the type of care/ treatment for two referred offenders were completed. The needs assessments results yielded that these two persons will be good candidates for the DUI classes. The first needs assessment was completed on May 5, 2014 and the second assessment was completed on August 8, 2014.

Another initiative under the section was to utilize materials developed by PFL and other community resources to impart critical information about the dangers of impaired driving during FY 2015 program cycles. One of the eight scheduled- five week cycle of 10 sessions: 2 weekly meetings with duration of 2 hours per session were conducted. Two offenders were able to participate and successfully completed the class. At the beginning of each class breathalyzer/ alcohol tests were administered to each participant. Participants were tested on July 22, 2015, July 27, 2015, July 29, 2015, August 11, 2015 and on August 12, 2015; both participants tested negative each time. Pre and post tests to determine preliminarily if the participants grasped the concepts taught were given to the beginning of the class, July 6, 2015 and at the ending of the class on August 11, 2015. Results from the tests showed that knowledge was attained or remained the same through participation in the DUI class. One participant pre-test score was an 80%, post-test score was a 90%; the other participant pre-test score was an 80%, post-test score was an 80%. Information was also provided to the participants regarding the legal consequences of another impaired driving arrest. Program participants were awarded certificates of completion.

Last but not least, the program planned to conduct a 3-Month Out Patient Program to address addiction issues of DUI Offenders referred from the completed PFL motivational program DUI class during FY 2015 program cycles. Due to budgetary delays, this program wasn't implemented during the 2015 FY. This program is designed to provide one session of counseling per week. It also was designed to conduct two hour group session per week using PRIME Solutions which integrates the session topic with 12 step approaches;

breathalyzer/ alcohol tests would be administered randomly during each cycle. Statistics from future classes will be shared with the Virgin Islands Superior Court and the Virgin Islands Office of Highway Safety Program.

FY 16 Corrective Measures

As mentioned above, funds were not expended as they were intended to. This resulted in the budgets under the Office of Highway Safety in conjunction with the Office of Management and Budget as well the Department of Finance going through hiccups of getting the budgets online. As a corrective measure, the Department has had meetings with the Department heads to explain how critical getting the budgets online in a timely fashion is. The VIOHS will warrant that the budgets get online so that program activities are conducted to meet goals. This would allow DUI Offender Risk Reduction program to effectively fulfill its goals and objectives and implement proposed activities. Once the budget is online in a timely manner, the proposed number of classes can be implemented and thereafter, the 3 Month Out Patient Program can be implemented.

DUI/Risk Reduction





Occupant Protection Management, USVI

Awarded: \$274,126.00
(approx.)

Expended: \$154,022.99

\$405

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

Objectives

- Conduct monthly site visits together with telephone monitoring to sub-granted programs throughout the Territory to ensure their compliance with federal mandates by September 2015.
- Conduct seat belt enforcement activities in the Territory
- To increase the number of Child Passenger Safety technicians from 22 to 32, instructors from 2 to 4 and 1 to 2 lead instructors by September 2015.
- Conduct safety seat clinics and seat checks in the territory during the months of January, April and August of FY 2015.
- Develop a comprehensive media plan and execute all activities listed in the plan by September 2015.

Results

There were three onsite monitoring conducted during 2015, two in the St. Croix district and one in the St. Thomas/ St. John district. Most of the monitoring conducted was utilized to discuss areas on the islands that police observed with the heaviest violators of the seat belt law as well as plans to incorporate more Occupant protection activities to ensure that the enforcement message of buckle up or get cited is resonated throughout the territory. However, monitoring on St. Thomas mostly focused on getting officers motivated to participate in these initiatives.

In 2011, the territory's rate was 85.6%, higher than the national of that year which was at 84%. However, based on the 2014 survey this rate has again decreased to 66.1% from the 2013 average of 76.8%. The decline was greatly contributed to the seat belt survey not being conducted at the same time each year, as well as the lack of ongoing seat belt enforcement throughout the territory. However, during the 2015 grant year 1,120 seat belt and 22 child restraint citations were written, which is a considerable amount of enforcement than the of the previous years.

There has also been a decline in the amount of female drivers on the roadways territory wide from 59% in 2013 to 57% in 2014, which are 6 out of every 10 drivers. It was also observed that 76.2% of male drivers used their seatbelts more than 57.9% of their female counterparts. We are anticipating in 2015, with timely contractual agreements and funding in place, that the territory will surpass the 2012 usage rate of 86%.

Our office has collaborated with many community organizations to ensure that the safety message of buckling up on every trip, every time is resonated. Our community partnership has increased with non-profit and government organization to include, all the Rotary clubs on St. Croix, the Queen Louise Home for Children, the Head start programs (especially Williams Delight, Marley and Frederiksted) and the University of the Virgin

Virgin Islands Office of Highway Safety
Annual Report Federal Fiscal Year 2015

Islands, just to name a few. Through these organizations, we were able to conduct presentations to encourage public awareness, provide current information of new trends in child passenger and highway safety and give insight on why vehicular restraints are so important.

This year we participated in the University of Virgin Islands 4-H Safety Day during the summer that highlighted all aspects of safety in the community. We also participated in the annual Lutheran Social Services in-service training for the entire staff. During that time we discovered that the school bus drivers were not utilizing the seat belts that came equipped with the bus, and was actually using car seats instead. That was quickly addressed and the proper uses of the bus restraints were demonstrated.

2015 UVI-CES FRIDAYS WITH 4-H
"Safety Day is EVERY Day With 4-H" - Safety Stations

LOCATION	TOPIC	PRESENTATION TITLE	PRESENTATION
1/Great Hall	Disaster Preparedness	Pikluu Project	American Red Cross
2/Great Hall	Safety Symbols	Stylin', and Profit!! Safety Signs	4-H Ambassador and Volunteers
3/Great Hall	Electrical Safety	Electric Toons	V.I. Water & Power Authority
4/Great Hall	Environmental Safety	Free Safe	Green Gardens, New Campus
5/Great Hall	Seatbelt Safety	Buckle Up for Safety	UVI Office of Highway Safety
6/Great Hall	Outdoor Safety	Beat the Heat	V.I. Department of Health
7/NWV 231	Safety on internet	Surf Safe	UVI-CES Information Technology Program
8/West Lawn Tents	Disaster Preparedness	Basic First Aid	American Red Cross
9/West Lawn Tents	Animal Safety	Safety Around Livestock	UVI 4-H Animal Science Extension
10/West Lawn Tents	Healthy Lifestyles	Stretch Safety	USDA, National 4-H, Cross, Track and Field programs
11/West Lawn Tents	First Response	When It Happens, Know What to Do	V.I. Fire Rescue, U.S.
12/Roadway Tents	Tractor Safety	Be Big, Hit and SAFE	V.I. Department of Agriculture
13/Roadway Tents	Fire Safety	Stop, Drop and Roll to Safety	V.I. Fire Service
14/Roadway Tents	Traffic/School Safety	Safety on the Road and at School	V.I. Police Department - Traffic and School Security Bureau



Parents, caregiver and other community partners have realized the importance of car restraints and have been actively in contact with the office to utilize our Loaner Program to borrow car and booster seats throughout the year. This year we loaned 30 car and booster seats to parents and grandparents for visiting friends and grandchildren. As the years have progressed, a great demand for the Loan program has increased. We were also able to have Buckle Bear as a new member our Occupant Protection team. Buckle Bear has played an integral role in our program, participating in the 4-H Safety Day, school presentations and all Child Passenger Safety activities that were hosted throughout the territory during this grant year.

We hoped to had certified at least 15 individuals as Child Passenger Safety technicians, that goal was not achieved, mainly because we were focusing on activities and presentation that promoted the proper use of car restraint due to the low seat belt usage rate.

In February 2015, the Occupant Protection program had an assessment that covered areas of Enforcement, Child Passenger Safety, Legislation, Media, Data and Program Management. This assessment enabled us to see our strengths and weaknesses and areas of improvement. Many of the recommendations that were provided in the assessment have been evaluated and we already started to correct or enhance these critical areas. We were also tasked with formulating a Task Force, in which we did, and is presently in meeting to discuss how we can make Occupant Protection a priority in this community. The annual Child Passenger Safety Week activities were a huge success. With parents and caregivers participating to ensure that their children and grandchildren are safe on the roadways. This year we were able to recruit members from the Police Departments' Crime Prevention unit, COPS unit, Police cadets, Frederiksted Bike unit and many others that came to give a hand. This year we distributed 105 car and booster seats combined.

Virgin Islands Office of Highway Safety
Annual Report Federal Fiscal Year 2015

Our loaner program continues to strive, providing services for locals and tourists alike. With more people becoming aware of this program, the buckle up message is being again reiterated. There was little media coverage that occurred during this grant year. However, media was utilized to promote the Click It or Ticket mobilizations and Child Passenger Safety Week activities through the use of social media, newspapers, television and a press conference. In the 2016 grant year, the Office has decided to develop a comprehensive media plan to encompass our mission and include strong messages for all programs under the Highway Safety umbrella, therefore, no media will be requested or budgeted for in the Occupant Protection grant.

FY 16 Corrective Measures

In 2016, the Occupant Protection program plans to seek entrance into the Maternal and Child Health Clinics and the Perinatal Clinic at the Charles Harwood Clinic. We surmise that our seatbelt usage rate will again be in the high 80 percentile by conducting more clinics and presentations territory-wide and have planned to start the seat belt survey contract in January 2016 to ensure that it is conducted along with other states and territories. We also plan to participate, with the help of Buckle Bear, in the 2016 St. Croix Christmas Carnival, which draws over 50,000 people during this week long activity, to include the annual J'ouvert, food fair and children and adults parade. The program began dialogues with the Juan F. Luis Hospital again, and we hope to be extending the loaner program to the hospital for families in need of a car seat when being discharged from the hospital in the 2016 grant year. With continued funding from the National Highway Traffic Safety Administration (NHTSA), the Occupant Protection program can continue to provide our technicians with trainings, the latest facts and findings in Child Passenger Safety and updated information to our community. This will allow us to continue to keep the children in our community safe so that they would buckle up on every trip, regardless of what is the ride.



Occupant Protection Enforcement- St. Croix

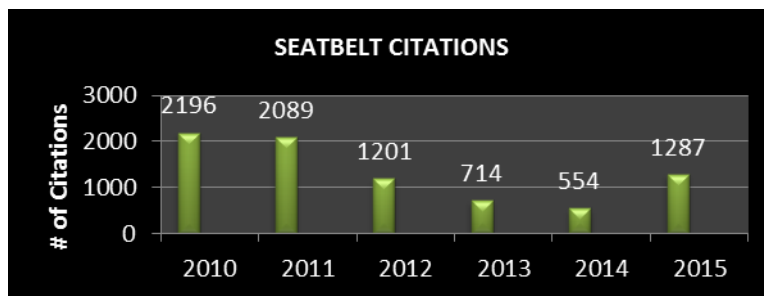
Awarded: \$276,212.00 (approximately)

Expended: \$54,281.09

\$405

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

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



To increase seatbelt compliance on St. Croix from 71.4% to 77.4% by September 2015.

- To measure pre and post restraint behavior through observational surveys during August and September 2015.

Results

The St. Croix Occupant protection program during this fiscal year did not conduct seatbelt initiatives from October 2014 through April 2015 being that funds were not posted on the ERP system. However, once funds became available to program went into full operation by carrying out the deliverables of their operational plan. The campaign began with a press conference that was held on May 19, 2015. Paid and Earned media followed by an Enforcement initiative was used to carry out this campaign. There were a total of one thousand one hundred twenty eight seat belt and nine hundred and ninety other citations, to include two arrests for illegal firearms, illegal substance, and citations issued for cell phones and tint violations in the territory during the Click It or Ticket mobilization. The breakdown is as follows:

- **May 2015;** There were seatbelt initiatives conducted every day from May 20th thru 31st. A total of 336 citations were issued; 204 seatbelt, 43 tint, 4 cell phone, and 85 other moving violations.
- **June 2015;** There were seatbelt initiatives on June 11th thru 30th; A total of 540 citations were issued; 312 seatbelt, 45 tint, 19 cell phone, and 164 other moving violations.
- **July 2015;** There were seatbelt initiatives July 1st thru 6th; A total of 161 citations were issued; 100 seatbelt, 9 tint, 8 cell phone, and 44 other moving violations.

Virgin Islands Office of Highway Safety
Annual Report Federal Fiscal Year 2015

- **August 2015;** There were seatbelt initiatives conducted on August 1st thru 31st; A total of 921 citations were issued; 438 seatbelt, 24 cell phone, 134 tint, and 325 other moving violations.
- **September 2015;** There were seatbelt initiatives conducted on September 1st thru 19th; A total of 128 citations were issued; 42 seatbelt, 2 cell phone, 15 tint, and 69 other moving violations

The information above, is listed based on the grant funded initiatives and activities. The VIPD continues throughout the fiscal year to do non-grant funded activities. Seven (7) child restraint citations and seventy-three (73) seatbelt citations were issued during non-grant funded activities.

Lamentably, the pre and post restraint behavior through observational survey was not able to be accomplished this fiscal year.

FY 16 Corrective Measures

FY 2016 will include high visibility seat belt mobilizations; more enforcement initiatives targeted in areas of observed high seat belt violations to consider specific days and times throughout the months. The VIOHS will guarantee that the budgets get online so that program activities are conducted to meet goals. This would allow Occupant Protection Enforcement St. Thomas/ St. John program to effectively fulfill its goals and objectives and implement proposed activities. In reference to the completion of a pre and post survey, the Project Director will work with the VIOHS to develop survey to be evaluated during the time of the initiatives. The survey will be reported for the 2016 HSP Annual Evaluation.

Occupant Protection Enforcement STT/STJ

Awarded: \$111,479.00

Expended: \$ -0-

\$402

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

Objectives

- To increase seatbelt compliance in the STT/STJ District by 3% from the 2013 rate of 80.9% and 86.9% respectively by September 2015.
- To conduct two (2) occupant restraints safety presentations to elementary school students by September 2015.
- To increase media usage for occupant safety awareness, as well, as conduct two presentations by September 2015.

Results

The St. Thomas/ St. John Occupant Protection Enforcement grant suffered tremendous hardships. There was a change in the Traffic Commanders. During the transition period it made it difficult for program objectives to meet, as well as expenditure of funds to be done fully. As such, the program intended to conduct various enforcement activities throughout St. Thomas and St. John. This goal was partially met as the program did the Click-It or Ticket mobilization during the month of May 2015. Yielding from this was 159 citations and 257 interventions that occurred from the sixteen (16) day activity. During the initiative the officers ensured that information was provided on the importance of wearing restraints while operating vehicles. Throughout the fiscal year, other non-grant funded activities were done in the District. This resulted in 106 seat belt citations being done as part of daily operations of the program.

Keeping kids safe, through educating them, who will in-turn educate their parent is an important part of this grant. Hence, two (2) occupant restraint safety presentations were to be conducted in elementary schools by end of the fiscal year. This was not done. So, there were no listings of school, participants, or presentation information available to share under this objective.

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

FY 16 Corrective Measures

As mentioned above, funds were not expended as they were intended to and objectives were not fully met. To ensure this does not happen, in 2016, plans are being made to include all Traffic Commanders in the execution of the Operational plans. Traffic officers will partake in the school presentations, especially during the Week of the Young Child and Child Passenger Safety Week. The VIPD and the Office of Highway Safety will work hand in hand to create media messages that promote seat belt and child restraint use.

Traffic Records Management, USVI

Awarded: \$102,135.00

Expended: \$69,035.42 (approx.)

\$408

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

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

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

Objectives

- Schedule, coordinate and have at least four (4) Traffic Records Committee meetings by September 30, 2015
- Conduct four (4) on-site visits and telephone follow ups per project for monitoring purposes by the end of FY 2015.
- Provide updates to the TRCC on the Strategic Plan and the performance measures at scheduled TRCCs meetings during FY 2015.
- Provide quarterly statistical reports Virgin Islands Office of Highway Safety, Virgin Islands Police Department (VIPD), Public Works, and other pertinent agencies during FY 2015.
- Have TR Coordinator attend two training courses; and Lifesaver Conference along with one (1) TR Committee member during FY 2015.

Results

The VIOHS Traffic Records Management program had several focus areas during the 2015 Fiscal Year. Primarily the program had set out to have at least four (4) Traffic Records Committee Meetings conducted by September 30, 2015. Out of four (4) meetings that were to be conducted during the fiscal year, there were only three (3) that were completed. Meetings were held on March 4, 2015; April 15, 2015; and June 17, 2015 respectively. Announcements were sent out with invitations for the various meetings. Although the meetings were set out to provide the team and the members with data related to traffic records on a quarterly basis, the focus of the meetings were tailored to attempting to get the E-Citation project off the ground as a possible program for the fiscal year, and completing the strategic plan. The meetings were coordinated jointly with the Director of VIOHS as well as the Traffic Records Coordinator. Adjournment of meetings were followed by meeting minutes being distributed to members whether or not they were in attendance to keep them abreast with the information that was shared and giving them a chance to provide feedback and suggestions for improvement areas.

Monitoring were part of the objectives that the program panned to occur. It was to be done by doing four (4) on-site visits and follow-ups on each project that was funded. In this case, there was only one program that this

Virgin Islands Office of Highway Safety
Annual Report Federal Fiscal Year 2015

will have to occur with. Inopportunately, this did not happen during the fiscal year. However, the sub-grantee submitted reports to the Coordinator that produced numerous telephone and email correspondences. As such, the task of completing detailed written reports based on each on-site monitoring could not be achieved during this fiscal year.

The provision of updates to the TRCC on the strategic plan and the performance measures at scheduled TRCC meetings during the fiscal year was another objective to be completed under this approved grant cycle. The strategic plan was scrutinized on a monthly basis where the Traffic Records Coordinator looked at ensuring the targeted measures were met in fulfillment of the strategic plan. No formal reports were conducted during the fiscal year, but updates were provided to the Director. The new strategic plan was worked on during this period in order to submit the Region and for portal upload to meet the July 1, 2015 submission deadline. The strategic plan appeared to be followed and adhered to within its timelines. Therefore, no findings were necessary to report the members of the Traffic Records Coordinating Committee.

Furthermore, the grant augmented that the Traffic Records Coordinator will provide quarterly statistical reports to Virgin Islands Office of Highway Safety, Virgin Islands Police Department (VIPD), Public Works, and other pertinent agencies during FY 2015. The Traffic Stats Booklet was updated and distributed twice during the fiscal year (June of 2015 and August 19, 2015). The booklet was distributed to the Virgin Islands Police Department, Government agencies, and available to the community for current and complete traffic data required to identify, isolate, and analyze critical traffic safety issues involving DUI arrests, traffic citations, and fatality data. The traffic stats booklet provided information for the first two (2) quarters of the fiscal year. The last two (2) quarters were not completed as the Traffic Records Coordinator resigned during the third quarter making the task hard to complete as the position was not filled prior to the end of the fiscal year.

Lastly, for the enhancement of job performance the Traffic Records Coordinator was to attend two (2) training courses during the fiscal year. The Traffic Records Coordinator attended the *Data Driven Approach to Highway Safety Planning*, during the fiscal year. The training enabled the Coordinator to focus in depth of the data. A travel report was done and submitted to the Office of Commissioner and the Director. The Lifesavers Conference that was to be attended did not happen during this fiscal year. This did not occur as a result the budgets not being online.

FY 16 Corrective Measures

Just as with any section, there are certain parts of the program initiatives that were not met satisfactorily. For that reason, the Traffic Records Management program plans to address and improve several areas. In lieu of the vacancy, the VIOHS Director as the VIPD Human Resources Division will work together to ensure that the position is filled with a qualified individual that will ensure that program goals and objectives are met. In observation of the TRCC Committee, there VIOHS will recruit new members from the existing agencies who are committed to main function of the committee to review data, projects, and reports generated by the VIOHS and its sub-grantees. The Traffic Records Management program will become more proactive in supplying the data as it becomes readily available for viewing throughout Fiscal Year 2016. Another deficiency is in the area of conducting monitoring visits that are on-site with the sub-granted projects. During the fiscal year, it will be a requirement through enforcement by the Director to develop a monitoring schedule that will be adhered to. Monitoring is necessary to be used as a prevention method to be able to address all short falls that may occur during the fiscal year of all approved projects. Last of all, there are trainings that were listed to be attended during the fiscal year. However, they were not attended. The new Coordinator, once hired, will attend trainings that are relevant and on the FY 2016 course listing that was provided to the VIOHS for edification.

Virgin Island Emergency Medical Services (VIEMS) - USVI

Awarded: \$121,549.00

Expended: \$99,277.06 (approx.)

\$408

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

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

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

Objectives

- Decrease the number of days it takes for an EMS patient care report to be entered into the database from date of the call during FY 2015; to decrease the time of completion of EMS ePCRs charts territory-wide from 2 days to 1 day from 70% to 90% by the end of FY 2015.
- To increase the accuracy of data entered in the EMS ePCRs by conducting quality reviews during FY 2015
- Have Data Manager and one administrative staff member attend annual emsCharts User Groups and Convention Training during FY 2015

Results

The Emergency Medical Services (EMS) program had a grant for the 2015 fiscal year. This had been a sub-grantee for the past few years. Based on its accepted grant proposal, the EMS program had several goals that needed to be achieved. To begin with, data quality reviews performed with St. Croix staff by the district's Training Officer and Data manager. As part of the recently completed National Registry of EMTs and Department of Transportation (DOT) Paramedic Curriculum Paramedic refresher, the importance of accurate documentation was again emphasized. Paramedics are on a daily basis also function as the Crew Chief for their crew and have the ability to critique their crew's performance before it gets to the administrators. Monthly reports including traffic data, time to lock, progress and financial were submitted to the office of Highway Safety. On the other hand, the EMS program developed an objective to decrease the time of completion of EMS ePCRs charts territory-wide from 2 days to 1 from 70% to 90% by the end of FY 2015. In order to achieve this goal, monthly monitoring of the charts was done. This goal has been successfully met. The contributing factor of this goal is the continued internet/broadband service. As an extension, the grant funds were used to add a new location at the Tutu Fire Station on St. Thomas where an EMS crew is stationed each shift for improved access to patients that may be within that geographic location.

Next, the EMS program aimed to increase the accuracy of data entered in the EMS ePCRs by conducting quality reviews during FY 2015. With joint efforts with the Project Director, the Acting Medical Director Dr. Marc Jerome developed and outlined a new policy with regards to chart completion and time to lock. Improvements

have been made through the year; hence the provision of the individual QA reports on each EMS staff member was another success under this objective. To certify that this continues, monthly quality reviews by training officers on has been ongoing. Moreover, Data Set locks that have been activated in the charting system to ensure staff is inputting the correct information causing 100% of motor vehicle related crash PCRs were reviewed. To seize and report on the improvements being made with the ePCRs a satisfaction survey for staff. The survey revealed that the employees are satisfied with the ePCRs and that it is very beneficial to them in the fact that it is easy to use and makes the completion of the reports easier to do. Some of the hardships that were reported were the lack of sufficient computers. To address this need laptops have been ordered and received by the program through the VIOHS.

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

FY 16 Corrective Measures

During this fiscal year, the VIEMS program did not have many issues that were not resolved. There was a balance on the books of approximately \$22,272. These funds were tied to the attendance and participation in the emsCharts User Groups Convention. As a corrective measure, the program will seek other beneficial trainings that can be used as a plan B. Additionally, the program will work with the VIOHS to guarantee that the project for FY 2016 is approved early and have budgets placed online so that activities can happen, ultimately leading to the full expenditure of funds.



Attitude and Awareness Survey-USVI

The VIOHS has developed a basic set of survey questions including information on seat belt use, impaired driving, and speeding. These core questions were distributed in the VI Bureau of Motor Vehicles, the VIPD Records Bureau; and VIPD Human Resources Division Territorially where the public comes for services to be given to them. This was used to track driver attitudes and awareness of highway safety enforcement and communication activities and self-reported driving behavior. The survey questions were as follows:

1. In the past 60 days, how many times have you driven a motor vehicle within 2 hours after drinking alcoholic beverages?
2. In the past 30 days, have you read, seen or heard anything about alcohol impaired driving (or Drunk Driving) enforcement by the police?
3. What do you think the chances are of someone getting arrested if they drink after driving?
4. What do you think your chances are of someone getting arrested if they drive after drinking?
5. How often do you use safety belts when you drive or ride in a car, van, sport utility vehicle or pick-up truck?
6. In the past 60 days, have you read, seen or heard anything about sea belt law enforcement by police?
7. What do you think your chances are of getting a ticket if you do not wear your seat belt?
8. On a local road with the speed limit of 30 mph, how often do you drive faster than 35mph?
Most of the time; Half of the time; Rarely; Never
9. On a road where the speed limit is 65 mph, how often do you drive 70 mph?
Most of the time; Half of the time; Rarely; Never
10. In the past 30 days, have you read, seen or heard anything about speed enforcement by police?
11. What do you think the chances are of getting a ticket if you drive over the speed limit?

Results

As a trial, the VIOHS distributed and evaluated eighty-seven (87) surveys to gather a general idea of what the motoring public thinks. The next few sentences are about what the survey results revealed. The survey shows that drivers within the Territory self-report many violations in their driving behavior. Many admitted to violating the law in the areas surveyed (safety belt use, speeding, and impaired driving). For example, the percentage of drivers who indicated they used their safety belt "all of the time" was higher than the observed usage rate of safety belts, although it was only a small sampling population. The survey shows a medium level of media and enforcement awareness. The majority of surveyed drivers had heard about enforcement related to impaired driving and the seat belt law. Unfortunately, on the other hand, when it comes to speed enforcement and its laws approximately one half were unaware of speeding enforcement.

FY 16 Corrective Measures

Virgin Islands Office of Highway Safety
Annual Report Federal Fiscal Year 2015

During the 2016 Fiscal Year, the VIOHS will prepare an RFP to have surveys created and analyzed by a professional and certified entity. Surveys will be done on a broader scope and professionally evaluated. Outsourcing the survey will act as an effective mean of communication; the survey will be independent, transparent, and credible; be able to collect the baseline data to measure progress and compare results (pre- and post); actionable data needed to capture a true picture of whether or not the enforcement activities and education efforts being done by the VIOHS are beneficial to the motoring public. If possible, the VIOHS will try to use its data collected during this fiscal year to be used as baseline data for the initiative.



Contact Information

<p>TRAFFIC RECORDS COORDINATOR</p>	<p>LESLIE DICKENSON OCCUPANT PROTECTION COORDINATOR</p>	<p>RESA O'REILLY ALCOHOL PROGRAM COORDINATOR</p>
		

ajohnson@vipd.gov.vi

GERRAINE LUBRIN
FISCAL OFFICER



glubrin@vipd.gov.vi

lsdickenson.vind@gmail.com

RAMONA MENDERS
RECORDS CLERK III



rmenders@vipd.gov.vi

roreilly@vipd.gov.vi

AKIL JOHNSON
DIRECTOR



ajohnson@vipd.gov.vi

Company Information

Virgin Islands Office of Highway Safety
32A & 33AB Smithfield
St. Croix, USVI 00840
Tel 340 7723025
Fax 340 772 2626