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# HIGHWAY SAFETY PLAN EVALUATION

FY 2013

ANNUAL REPORT



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## MISSION

By identifying traffic safety problems and therein developing and implementing safety programs designed to reduce death and injury on the USVI roadways through partnerships with local, district, state and private sector agencies. The mission of the Office of Highway Safety is the safe passage of all roadway users in the Virgin Islands as the territory moves forward to zero 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.
- Monitoring and Evaluation – Includes monitoring initiatives that impact highway safety and evaluation of the effectiveness of approved safety projects.



# Core Performance Measures

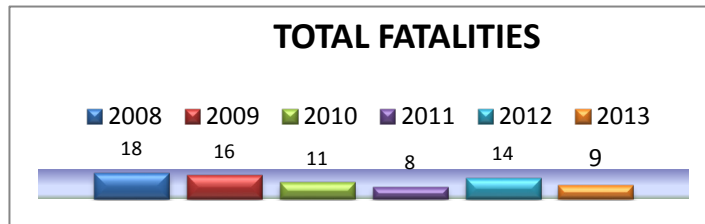
Measure	Baseline(from HSP)	Target/goal (from HSP)	Current FY 2013
Traffic Fatalities	13	10	8
Serious Injuries	13	10	15
Fatalities/VMT	N/A	N/A	N/A
Unrestrained occupant fatalities	4	3	4
Impaired driving/riding fatalities	2	0	2
Speeding-related Fatalities	5	4	3
Motorcyclist Fatalities	3	2	1
Unhelmeted Motorcyclist Fatalities	1	0	0
Drivers <21 involved in fatal crashes	0	0	0
Pedestrian Fatalities	4		3
Observed seat belt use	83.9%		76.8%
Seat belt citations issued during grant-funded enforcement activities	<b>LEAVE BLANK</b>		197
Impaired driving arrests made during grant-funded enforcement act			15
Speeding citations issued during grant-funded enforcement activities			n/a



## 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.

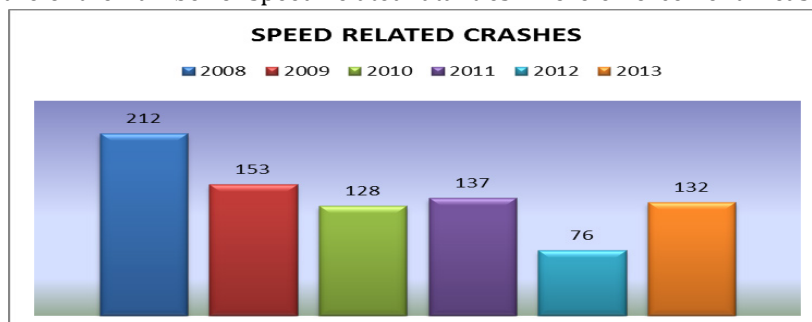
1. To decrease traffic fatalities (vehicles) by twenty-five (25) percent from the 2008 – 2011 calendar base year average of eighteen (18) in 2008, 16 in 2009, eleven (11) in 2010 and eight (8), in 2011, to fourteen (14) to 2012 using a performance measure of total number of traffic fatalities. A reduction of fatalities to meet our 2013 goal, can be observed below.



2. To decrease total traffic injuries by thirty percent (30%) from the 2008 – 2011 calendar base year average of one thousand one hundred fifty (1,150) in 2008, one thousand one hundred thirty (1,130) in 2009, one thousand one hundred thirty eight (1,138) in 2010, one thousand two hundred ninety (1,290) in 2011, one thousand two hundred eighty eight (1,288) in 2012. A reduction of more than twenty (20) percent of injuries in traffic crashes in 2013 can be observed.

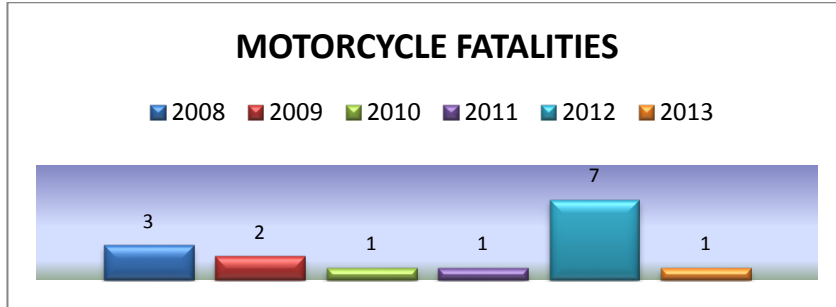


3. To decrease speeding-related crashes by two (2) percent from the 2008-2010 calendar base year average of two hundred and twelve (212) to ninety-nine (76) by December 31, 2012 using a performance measure of the number of speed-related fatalities. More enforcement measures in this aspect are needed.

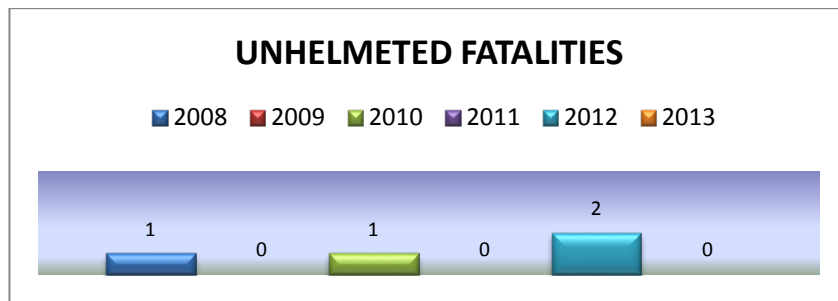




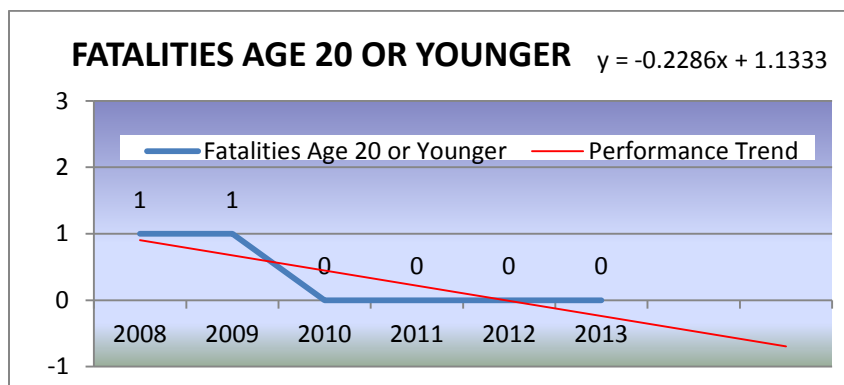
4. To decrease motorcycle fatalities by fifty percent (50%) from the 2008-2010 calendar base year average one (1) of three (3) in 2008, two (2) in 2009, one (1) in 2010, and seven (7) in 2012. By December of 2013, projections based on additional training and program in place, a reduction of fifty percent (50%) is expected. We exceeded our goal of 50% as established below.



5. To maintain the number of unhelmeted Motorcycle Fatalities at zero (0) based on the baseline calendar year.



6. To decrease the number of drivers age twenty (20) or younger involved in fatal crashes to zero (0), from the base line calendar years 2008-2012 and through December 31, 2013 using a performance measure of all drivers involved in fatal crashes under twenty-one (21) years of age.





### ACTIVITY MEASURES

1. By December 31, 2013 the number of impaired driving arrests during grant-funded enforcement activities because of increased saturated patrol conducted by all law enforcement in the USVI totaled 15.
2. By December 31, 2013 the number of unrestrained drivers did not decrease by twenty-five percent (25%); this is one of our focus goals for FY 14.
3. By December 31, 2013 we were unable to ascertain if the number of young people engaged in reckless driving, cell phone activities while driving decreased by twenty-five (25) percent because of increased initiatives and police enforcement activities.





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## PROJECT CONTRIBUTIONS TO MEETING HIGHWAY SAFETY TARGETS

### Planning and Administration – USVI

**Awarded:** \$150,000

**Expended:** \$53,480.86

**\$402**

Highway Safety project funded in the USVI supervises three (3) program coordinators by funding source \$402, \$405, and \$408 for FY 2013 for a total of ten (10) projects that were set to be funded.

#### *Objectives*

- This project provides the USVI OHS with basic administrative costs including office expenses, memberships, and travel expenses for the Director of the OHS, and contracts.
- Financial information and program oversight will be provided to all coordinators and sub grantees.

#### *Accomplished Objective*

The VIOHS Planning and Administration has provided and resourced for the management of in the expectation of reducing crashes, injuries and fatalities on USVI roadways. We have identified with specificity what is needed to be able to meet our expectations and goals.

#### *Performance Measures*

Providing quality and timely program oversight training, support, budgets, reports and active participation in territory wide safety planning and coordination activities.



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### Alcohol Safety Program – USVI

**Awarded:** \$120,500.00

**Expended:** \$83,069.53

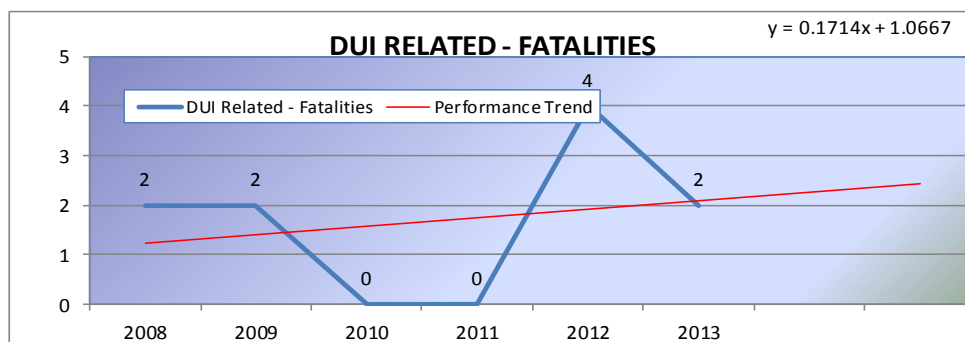
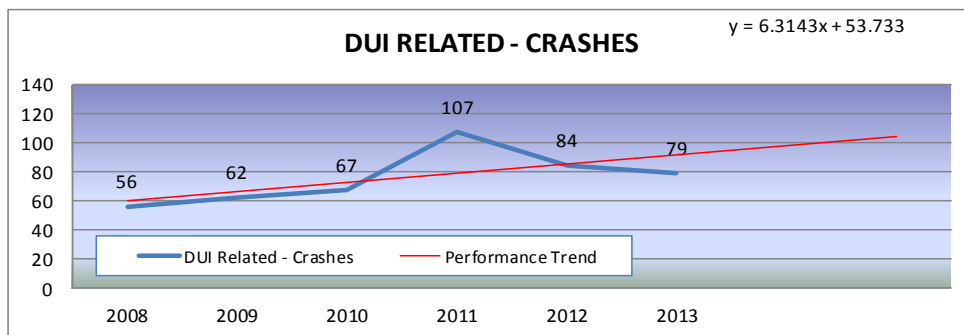
**\$402**

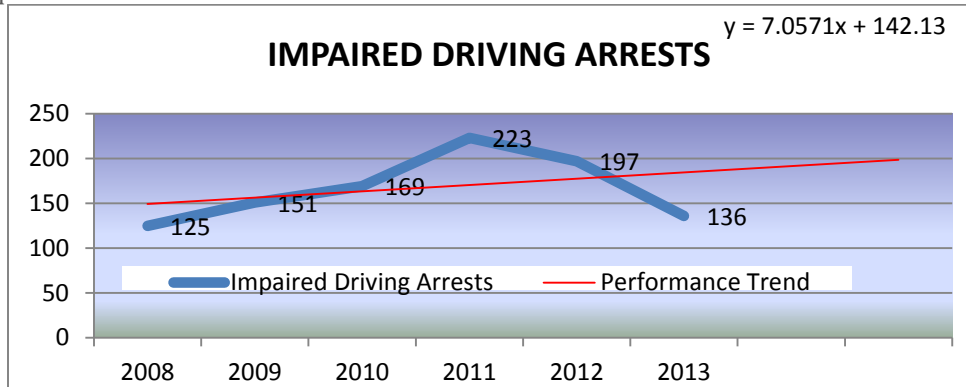
The Alcohol Safety (management) Project has the goal of educating and disseminating information about the dangers of drinking and driving. During FY13, this program focused on the areas of prevention and intervention. Strategic plans were implemented based on the overall mission and vision of the OHS in conjunction with the Uniform Guidelines (Map-21) for State Highway Safety Programs.

#### Problem Statement

The United States Virgin Islands is experiencing major problems with motorists that continue to drive drunk. Unfortunately, careful observations of Driving While Impaired (DWI) statistics revealed that motorists tend to comply with the law only when there are high visibility mobilization campaigns and public education awareness activities.

Even though there is increased public information and education (PI&E) programs, the FY 13 numbers of seventy nine 79 impaired driving crashes and nineteen (19) injuries are still unacceptable. Improvements are being realized slowly as can be shown with our fatality decrease due to driving while impaired at a minimum two (2) FY2013 following four (4) in FY 2012.





### Objectives

- 1a:** To have conducted four (4) On-Site Monitoring by the end of FY13 evaluating the effectiveness and efficiency of the Alcohol projects, and to reporting the findings.
- 1b:** To have advised project managers on policies and procedures concerning their projects; and on costs that are allowable and non-allowable during FY 13.
- 2:** To have conducted year-round Public Information and Education within the Territory through local and national initiatives for FY 13 by focusing on the adult population.
- 3:** To have attended mandatory trainings and conferences during FY 13 that would continue to enhance the overall job performance of the Alcohol Safety Coordinator as stipulated by (NHTSA).
- 4:** To have increased drunk driving awareness amongst the youth in the Territory's high school by September 30, 2013.

### Accomplished Objectives

Presentations were conducted at public and private High Schools and to pregnant and breastfeeding mothers at Early Headstart programs in relation to Fetal Alcohol Syndrome (FAS). VIOHS collaborated on other alcohol prevention projects with nonprofit, and community organization such as the Division of Mental Health, Alcoholism and Drug Dependency and Prevention Services; St. Croix Unity Coalition, Inc.; St. Croix Mission Outreach, Inc.; and Seventh Day Adventist Church - Hope. Information on the dangers of drunk driving was provided to individuals and groups in the community via booklets and brochures. The creation and placement of banners throughout the Virgin Islands; and the collaboration with the Virgin Islands Police Department's Public Information Officer - Melody Rames - on conducting Press Conferences and other media events in relation to Impaired Driving National Mobilizations was achieved.

Onsite monitoring of alcohol projects to ensure that the sub-grantee had followed through with their implementation plans and initiatives targeting the prevention and intervention of drunk driving were conducted in accordance with the rules and regulations of NHTSA. The implemented activities aided in the reduction of drunk driving and underage consumption of alcoholic beverages during FY 2013.



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*Performance Measures*

Performance Measures achieved were one (1) onsite monitoring of (3) three alcohol projects ensuring the sub-grantee had followed through with their implementation plans; six (6) presentations conducted at public and private High Schools, collaboration on other alcohol prevention projects with nonprofit, and community organizations; and dissemination of educational information on the dangers of drunk driving via booklets, pamphlets and banners. Press Conferences and other media events related to Impaired Driving National Mobilizations and initiatives were planned; however funding was not available.

*FY 14 Corrective Initiatives*

Attending mandatory trainings and conferences is a FY 14 Corrective Initiatives for this program, since it was not met during FY 2013. Another corrective action would be a monthly visit to all sub grantees to ensure compliance.



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### **Alcohol Enforcement – St. Croix, USVI**

**Awarded:** \$62,131.00

**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.

#### *Problem Statement*

Even though DUI related arrests have decreased, drinking and driving still continues to be a problem in the Territory, and still more needs to be done to change that trend. There were thirty eight (38) DUI – related crashes in FY 2012 compared to forty (40) in FY 2011 according to Report Beam stats. Still more enforcement is needed to deter drunk driving.

Additionally, the officers need to be properly trained to recognize drugs that impair driving, instruct other officers on DUI refresher training, how to perform maintenance on the intoximeters and how to properly conduct sobriety checkpoints.

#### *Objective*

1. To increase initiatives from FY 2012 to FY 2013 by one hundred percent (100%) consisting of DUI checkpoints and saturation patrols.

#### *Accomplished Objective*

For FY 2013 Traffic Police Officers conducted saturation patrols and sobriety checkpoints during local initiatives (July 2013) and Labor Day National Mobilization (August and September 2013). The officers utilized the DUI enforcement van, which houses the equipment required in enforcement initiatives and secures arrestees in the field. This has reduced the amount of DUI drivers, injuries, and fatalities in FY 2013.

Also, two intoximeters EC/IR, which were previously purchased, were also utilized to process drunk drivers and to expedite the arrest process. Officers from Zones C, B and Special Operations Bureau were trained to operate the intoximeters in FY 2012.

Alcohol Enforcement grant funds were approved late in the fiscal year and while these were made available onto the ERP, officers were able to conduct very limited initiatives during FY 2013. Even though officers are yet to be paid their over time, they partook of the National Enforcement during the months of August and September 2013.

#### *Performance Measures*

Conducting three scheduled enforcement initiatives for 36 days utilizing 10 officers for 720 hours was not accomplished in its entirety. We were able to accomplish initiatives in the month of August and September only. Sub-grantee participated in the National Crackdown on Impairment Driving for Labor Day which began on August 16, 2013 and ended on September 2, 2013.



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*FY 14 Corrective Initiatives*

VIPD is planning to conduct more enforcement and saturation patrols for FY 2014 in order to reduce DUI crashes, injuries and fatalities. We hope that we are able to fulfill a variety of enforcement initiatives using ten (10) officers working seven hundred twenty (720) hours hoping to decrease the number of DUI related accidents by (fifty percent) 50%.

The USVI Office of Highway Safety and the VIPD recognizes the need to hire a Financial Officer specifically for the Office of Highway Safety, thereby assuring that approved grants are also approved and on line in a timely fashion such that our activities may begin according to the project schedule. VIPD has already begun the process of identifying possible candidates for this needed position.



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**Youth Alcohol St. Croix Unity Coalition, Inc.**

**Awarded:** \$15,875.00

**Expended:** \$13,464.89

**\$402**

Underage drinking is a problem within the Virgin Island's community. This program assists with Environmental Strategic Activities to reduce access to alcohol and its products, provide merchant education about requiring ID and not selling alcohol products to minors. St. Croix Unity Coalition engages in round table discussions, group meetings, in class presentations, and parental conferences as these may relate to curtailing the use of alcohol among teenagers, and its dangerous consequences.

*Problem Statement*

Pride Survey trends demonstrate an increase in alcohol use from eight point one percent (8.1%) in the eighth grade to seventy-five percent (75%) use by the eleventh (11) grades. Anecdotal information and community observation leads those providing youth alcohol prevention education to believe that the problem is more complex and far reaching than it is believed. The community appears oblivious to this growing problem.

*Objective*

Provide training on the issues of underage drinking, risky behavior and leadership skills to one hundred (100) seventh to eleventh (7<sup>th</sup> - 11<sup>th</sup>) graders thereby empowering additional youth and their peers. Preventive education training will be given to eleventh and twelfth (11<sup>th</sup> & 12<sup>th</sup>) graders at the time surrounding end of school year activities such as Prom.

*Accomplished Objectives*

Despite the late approval of the Youth Alcohol project, the sub-grantee proceeded with the submission of invoices and quotes of supplies for the procurement process; in preparation of activities and initiatives. Additionally, media ads were created for a public information and education campaign; but were later cancelled because of the procurement process.

*Performance Measures*

All preparatory measures were met; timing of funds was available after activity dates had been cancelled.

*FY 14 Corrective Initiatives*

Providing training to increase positive behavioral strategies and skills for young people ages fourteen to seventeen (14-17) towards making healthy prevention decisions, specifically, underage drinking. Training specific to age related issues on underage drinking, risky behavior and leadership skills designed to raise awareness on the consequences of driving under the influence will be conducted during FY 14.



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## **DUI Offender Risk Reduction Project – St. Croix**

**Awarded:** \$45,500

**Expended:** \$30,636.98

**§402**

St. Croix Mission Outreach, Inc. is a non-profit organization whose mission since 2003 has been to facilitate the recovery process, helping homeless men and women living in St. Croix to become substance free and self-sufficient. The organization provides the finest treatment available to their client base and believes that long-term treatment and recovery programs offer the best chance of success for our typical clients.

St. Croix Mission Outreach provides a continuum of treatment and support services to address drug and alcohol problems to include linkage to long term residential treatment, a recovery house, anger management classes, substance evaluations, drug screening and family support groups. With the funding from VIOHS they will have expanded their services to include a twenty (20) hour DUI Risk Reduction and three (3) month Outpatient Treatment program in English and Spanish.

Clients for this program are identified through referrals from the courts, and networking with other agencies in the community who are working with the homeless and/ or addicted population.

### *Problem Statement*

Currently, there are no classes or outpatient services on St. Croix for DUI offenders. St. Croix Mission Outreach proposed the implementation of an assessment to determine: the offender's level of care/treatment needed, along with Risk Reduction and consequences of driving under the influence. Offenders would also be provided with useful tools to assess their behavior during and after drinking and/or using other drugs. Topics would focus on identifying how to recognize early warning signs of problem drinking and to gain insight into social, problem and alcoholic drinking and the use of other drug patterns.

Through St. Croix Mission Outreach's DUI court evaluation and outcomes reviews, the need for an intervention with DUI Offenders has been clearly established. This is further supported by the enforcement maintenance in DUI arrests between one hundred eighty nine (189) 2012 and one hundred and ninety (190) 2013.

### *Objectives*

1. Using completed needs assessment, the type of care/treatment needed for each court referred offender would be determined.
2. Use materials developed by Prime for Life and other resources, to impart critical information about the dangers of driving while under the influence will be used during a five (5) week motivational program geared to change the behavior of DUI offenders.
3. Provide continuing support as participants complete their DUI classes and return to their social environments.

### *Accomplished Objective*

During FY 13, materials developed by Prime for Life and other resources were used to impart critical information about the dangers of driving while under the influence. These were used during a motivational program geared to change the behavior of DUI offenders.





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*Performance Measures*

Facilitators or co facilitators (depending on class size) conducted eight (8), five (5) week cycles of ten (10) sessions meeting two (2) times weekly for two hours per session. Prior to each session, attendees underwent an alcohol breathalyzer test. To document objectives achieved and skills addressed through the program pre and post tests and needs assessment were conducted and archived. Information about the legal consequences of another driving while impaired arrests as, as it pertained to each client's case was provided. Community resources available to individuals having alcohol or other chemical addictions were made available to each client.

*FY 14 Corrective Initiatives*

The goal of using a completed needs assessment to determine the type of care/treatment needed for each court referred offender; as well as providing continuing support to participants who completed their DUI Classes were not accomplished during FY 13. These two (2) unmet targets will be implemented in FY2014.



## **Youth Alcohol II Seventh Day Adventist - Hope- USVI**

**Awarded:** \$45,500

**Expended:** \$18,301.23(approx.)

**\$402**

The goal of “Too Smart to Start”, a Youth Group started by North Caribbean Conference of Seventh-day Adventist, is to curtail the use of drugs, alcohol and violence among young people of the Virgin Islands. This youth-oriented program operates from location No. 17A Plessen, Frederiksted St. Croix 00840.

The mission of this program is to educate and bring awareness to youth of the territory, empowering them to become responsible citizens and positive agents in our fight against alcohol use among youth. Through comprehensive prevention programs, the “Too Smart to Start” Youth Group conducted programs, events, training and ministries that informed the community of the dangers of underage drinking in the Virgin Islands through the fostering of positive relationship with the youth.

### *Problem Statement*

In 2012, the door-to-door gallop poll Health Package Surveys, carried out by the Too Smart to Start community youth group, covering twelve (12) Public Housing communities on the island of St. Croix with a total youth population of two thousand (2,000), demonstrated that alcohol availability in the community led to specific problems among youth. This survey revealed that there is a clear connection between alcohol establishments and alcohol related problems of the youth in our Virgin Islands communities. Health Packages Surveys conducted through the Virgin Islands Department of Education at their four public high schools with a student population of approximately three thousand students further demonstrated that one thousand two hundred (1,200) high school students consume forty percent (40%) alcohol in one month.

### *Objectives*

1. To conduct “too Smart to Start” youth symposium in an effort to bring awareness to the danger of alcohol among youth and to curtail underage drinking;
2. To host a one day anti-alcohol debate on St. Thomas relative to the dangers of underage drinking in the month of August 2013, with youth organizations within the Virgin Islands;
3. To conduct a series of camps to promote the dangers of alcohol and underage drinking among youth.

### *Accomplished Objective*

The Seventh Day Adventist (SDA) Church, Too Smart to Start Youth Group, conducted youth visits to housing communities in the US Virgin Islands along with youth rallies in order to educate the public on the dangers and consequences of underage drinking. The youth group has demonstrated to the youth in the community that alcohol is no ordinary commodity and it is very harmful to their health and well-being. Also, the SDA youth group set up informational booths with brochures, pamphlets and flyers which explained the risks of underage drinking and suggested preventative methods of the same. Moreover, the group partnered with businesses, public and private schools in an effort to create inserts for Prom and Graduation events to spread the message of the dangers of underage drinking. Further, banners were placed at different locations whenever the SDA youth group conducted activities on underage drinking prevention.



### *Performance Measures*

During FY 13 posters and banners were created for upcoming rallies on alcohol abuse and its impact on families and communities. Seven high school students and three coaches travelled to St. Thomas June 7-9, 2013 and conducted an Alcohol Symposium in the Tutu Park Mall, providing educational leaflets, and involved teens in a vision-impaired, blurred-goggle glass that captured alcohol effects on the driver. Also, youth of the “Too Smart to Start” Youth group opened an anti-alcohol booth at the Annual VI Agricultural Fair, St. Croix. This booth attracted hundreds of teens and their families as demonstrations of the effects of alcohol were carried out, and educational materials were distributed.

### *FY 14 Corrective Initiatives*

Even though the youth camps, anti-alcohol debate and symposium were not conducted during FY13, the sub grantee is planning to conduct these important initiatives with the early approval and early funding availability in FY14. Another goal to be carried over into FY 14 is that of recruiting teenage members between the ages of twelve to eighteen (12-18) for the “Too Smart to Start”.



## Occupant Protection Management, USVI

**Awarded:** \$253,915.00

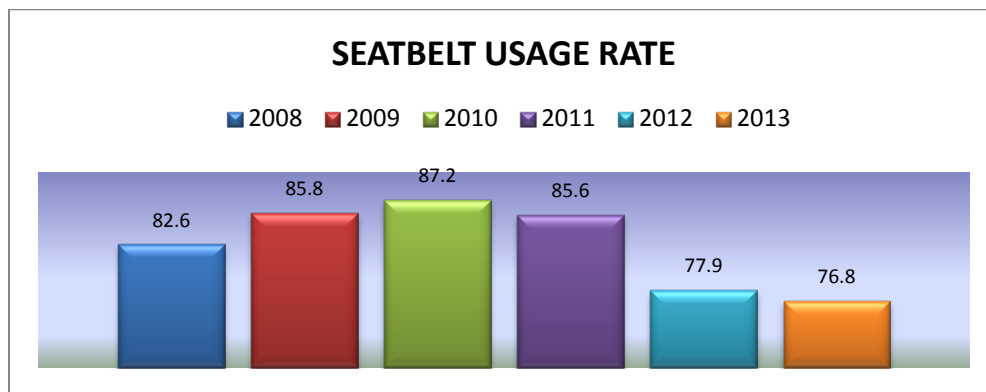
**Expended:** \$187,043.62 (approx.)

**\$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.

### *Problem Statement:*

Over the past three years, the seat belt usage rate has dropped significantly from eighty seven point two percent (87.2%) in 2010 to seventy six point eight percent (76.8%) in 2013 due to non- seat belt usage. There has been a growing concern throughout the community for children not being properly restrained from birth when riding in motor vehicles, and when observed the officers of the Virgin Islands Police Department are still not wearing their seat belts when operating police vehicles, because they still refer to the exemption of emergency vehicles in the Seat Belt law as a reason to not wear their seat belts. Though the Traffic commanders conduct initiatives throughout the year, there is still more enforcement that needs to be conducted to help with increasing the seat belt usage rate.



### *Objectives*

1. Conduct monitoring four (4) on-site and /or via telephone.
2. To increase the seat belt usage rate by three percent (3%) by 2013.
3. To increase the number of CPS instructors from four (4) to six (6), with one (1) lead instructor. This would enable the territory to have more child passenger technician training without utilizing an off island lead instructor.
4. Conduct safety seat clinics and seat checks in the territory and during mobilizations during FY 2013.
5. Develop a comprehensive media plan and execute all activities listed in the plan by January 2013.

### *Accomplished Objectives*

Five (5) Safety seat checks were conducted throughout the territory during FY 2013. These checks took place at the local police stations, fire stations and Highway Safety office. Two (2) official on-site visits were conducted during FY 2013. At these visits, the Traffic Commander and the VIOHS coordinator discussed plans for the upcoming grant year. A comprehensive media plan was created in 2013 to be run throughout the



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year. This media included paid and free radio and television spots that targeted the use of seat belts and car seats. However, due to untimely grant funding, the media activities were not executed.

#### *Performance Measures*

In 2013, there were five (5) seat checks conducted compared to the two (2) that were proposed in the grant. Therefore, at least five (5) more families were educated on the importance of the proper use of car restraints. Even though the measurable progress proposed was not achieved in many areas of the grant for FY 2013, one very important area was able to show an increase in an attempt to achieving the goal set forth in this grant.

#### *FY 14 Corrective Initiatives*

The unavailability of funds halted the Child Passenger Safety Clinic, Safety seat clinics, and Traffic enforcement. The lack of police visibility produced the lowest numbers of citations during the 2013 grant year, evidenced in the seat belt usage rate survey. In FY 2014, there will be more enforcement initiatives targeted in areas where the most seat belt violators were observed during specific days and times throughout specific months. It is anticipated that ten (10) individuals will be trained as technicians and one (1) person will be an instructor candidate in February 2014 on the island of St. Thomas and ten (10) more candidates will be trained in the latter part of 2014 on St. Croix.

We aspire to conduct at least seven (7) seat checks in 2014, even though our goal is to conduct two (2), since our goal was surpassed by one hundred percent (100%) in 2013. Also radio, television and print media will begin to run as early as possible in 2014 to emphasize on all areas of Occupant protection so that the message of car restraint usage can resonate throughout the territory. There will be two new ads created for car safety seats, to include the transporting of infants.

The USVI Office of Highway Safety and the VIPD recognizes the need to hire a Financial Officer specifically for the Office of Highway Safety, thereby assuring that approved grants are also approved and on line in a timely fashion such that our activities may begin according to the project schedule. VIPD has already begun the process of identifying possible candidates for this needed position.



### Occupant Protection Enforcement- St. Croix

**Awarded:** \$79,314.00

**Expended:**\$0

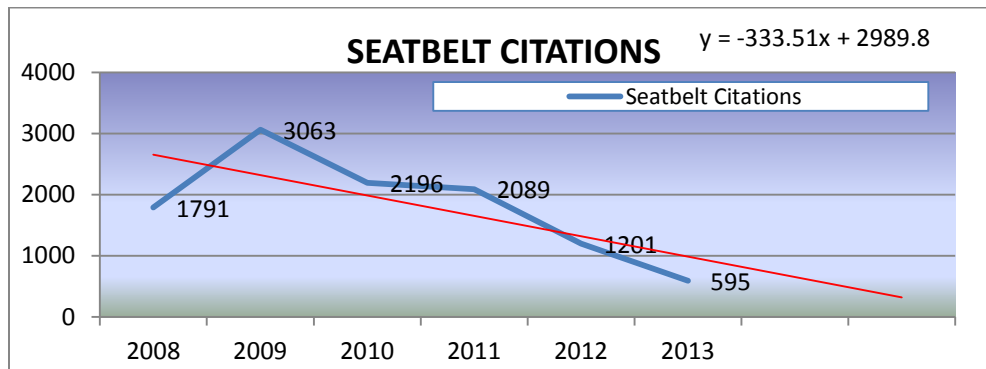
**\$405**

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.

#### Problem Statement

Over the past three (3) years, the seat belt usage rate has dropped significantly from eighty seven point two percent (87.2%) in 2010 to seventy-six point eight percent (76.8%) in 2013. There has been a growing concern throughout the community for children not being properly restrained from birth when riding in motor vehicles; it has further been observed that officers of the VIPD are still not wearing their seat belts when operating police vehicles. Officers continue to refer to the exemption of emergency vehicles in the Seat Belt law as a justification for not wearing them. Though the Traffic commanders conduct initiatives throughout the year, grant based enforcement continues to be necessary in order to increase the seat belt usage rate.



#### Objective

- To increase the seat belt usage rate by three percent (3%) by 2013.
- Conduct safety seat clinics and seat checks in the territory and during mobilizations during FY 2013.
- Conduct high visibility Seat Belt mobilizations throughout the FY13.



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*Accomplished Objective*

Occupant Protection Enforcement grants were approved by NHTSA on June 10<sup>th</sup>, 2013 therefore, grant funding was not available for the USVI officers on May 20 to June 2, 2013. None the less, some VIPD officers ensued participation of the National Click it or Ticket enforcement, although Press Conferences were not held, nor was there any money available on the ERP system to cover their time, at that moment.

*Performance Measures*

Territorial statistics reveal that seat belt citations were at their lowest during FY13, with five hundred ninety five (595) as compared to one thousand two hundred and one (1,201) in FY 12. The reduction in these citations may have resulted from diminished enforcement and lack of police visibility. The FY13 Seat Belt Survey further corroborates a decrease of seat belt usage.

*FY 14 Corrective Initiatives*

FY 2014 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. One very important countermeasure that will be observed in 2014 is the number of citations issued during Click it or Ticket Mobilizations.

VIOHS accepts responsibility for ensuring the timely turnaround of the responses to the regions comments to ensure the projects acceptance such that the project's schedule may be fulfilled. The USVI Office of Highway Safety and the VIPD also recognizes the need to hire a Financial Officer specifically for the Office of Highway Safety, thereby assuring that approved grants are also approved and on line in a timely fashion such that our activities may begin according to the project schedule. VIPD has already begun the process of identifying possible candidates for this needed position.



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## **Traffic Records Management, USVI**

**Awarded:** \$104,000.00

**Expended:** \$71,520.64

**\$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 eight (8) major projects which are: 1) Crash Report Re-Design (CRR), 2) Electronic Crash Reporting (ECR), 3) Emergency Medical Services Patient Care Reporting System (EMSRCRS), 4) Electronic Citation, 5) Bureau of Motor Vehicle (BMV), Virgin Islands Police Department (VIPD), Attorney General Office (AGO), and Superior Court Connection, 6) Territory-wide Roadway Information System, 7) Data Warehousing, and 8) DUI Tracking System. The Office of the Lieutenant Governor has recently secured membership of the committee through its Street Naming and Addressing Initiative.

### *Problem Statement*

Highway safety information systems are critical to the development and management of transportation safety programs, policies, and for decision making among various organizations. Reliable data provides the framework for creating effective countermeasures thereby effectively reducing injuries and fatalities in the Virgin Islands.

The lack of data has been an ongoing challenge for VIPD, VIOHS, and other agencies that need comprehensive and complete traffic information on a timely basis.

### *Objective*

- To monitor the projects outlined in the Virgin Islands Traffic Safety Systems Coordinating Strategic Plan for 2013, as well as the Traffic Records sub-granted programs to ensure compliance with federal requirements/mandates;
- Coordinate and have at least six (6) Traffic Records Committee (TRC) meetings by September 30, 2013;
- Provide quarterly statistical reports to Virgin Islands Office of Highway Safety, Virgin Islands Police Department (VIPD), Public Works, and other pertinent agencies.

### *Accomplished Objective*

- The only sub-grantee was Emergency Medical Services (EMS) and monthly reviews were conducted via telephone.
- A total of four (4) TRC meetings were held.
- A total of four (4) quarterly reports were generated and distributed.





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*Performance Measures*

- To monitor the projects outlined in the Virgin Islands Traffic Safety Systems Coordinating Strategic Plan for 2013, as well as the Traffic Records sub-granted programs to ensure compliance with federal requirements/mandates.
- To conduct Traffic Records Systems Coordinating Committee Meetings.
- To continue to ensure the Virgin Islands Police Department, Government agencies, and the community has timely access to current and complete traffic data required to identify, isolate, and analyze critical traffic safety issues

*FY 14 Corrective Initiatives*

- On site visits will be conducted in FY 2014 to ensure sub-grantees meet an established monitoring timeline/schedule.
- Work diligently to see the fulfillment of the e-Citation, this electronic database will aid in obtaining DUI, traffic citation data, and other pertinent data in a timely manner.
- Assist potential sub-grantees with their grant application to ensure they are approved and funded. Potential sub-grantees are Lieutenant Governor Office (Street Addressing Initiative) and Department of Public Works (Roadway Inventory)



## Virgin Island Emergency Medical Services (VIEMS) - USVI

**Awarded:** \$112,000.00

**Expended:** \$53,601.31

**\$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 and in 2011 VIEMS had approximately seven thousand (7,000) patient care encounters of which approximately one thousand five hundred eighty (1,580) 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
- create strong community involvement

### *Problem Statement*

- Lack of a Data Manager –The division of VIEMS has no data manager or personnel employed to assist with retrieving specific data required for data exporting to the Traffic Records Coordinating Committee (TRCC) Coordinator. Currently, data extraction and reporting is shared by the EMS administrative staff, since there are no funds to hire a data manager; and as a result is inconsistent and often tardy. It is important to note that the majority of EMS administrative personnel are medical providers and have little training or expertise in data management. EMS personnel were provided with EMSCharts orientation but have not received appropriate training of the program to extract data.
- Inconsistent or poor internet access: EMSCharts is internet-based software and access to the internet is essential for the input and extraction of data. EMS Division accesses the internet through the Department of Health IT System as well as the Schneider Regional Medical Center and Juan F. Luis Hospital systems. All three (3) of these institutions have very limited internet band width and slow service. This results in chronic delays of the data input by the EMTs to complete their (electronic Patient Chart Reporting) ePCRs.
- Limited Quality Control: EMSCharts software contains very minimal quality checks on logic performed at the point of data entry to the EMS provider. Once the initial report is complete, an EMS Supervisor or Training Officer reviews the report and provides necessary feedback to correct errors.

This is the formal Quality Assurance/Quality Improvement Program developed by the VIEMS. These ePCRs reviews were conducted by the EMS Supervisor or Training Officer, however, because the focus is on patient management, minimal attention was given to the accuracy of data entry. It has been proven that many of the programs quality checks are designed for EMS agencies on the mainland and fail to address local errors. In order to improve the programs autocorrect features, a dedicated, data savvy EMS personnel would have to perform more comprehensive reviews and reports these errors to the program's programmers.

### *Objective*

- To hire and train a part-time data manager to coordinate data quality evaluation and reporting by March 2013;
- To improve the time of completion of EMS ePCRs at the end of FY 2013 by thirty percent (30%);
- To improve the accuracy of the data entered in the EMS ePCRs at the end of FY 2013 by thirty percent (30%);
- To have a Quality Assurance/Quality Improvement Program that reviews seventy five percent (75%) of EMS data by September 2013.



### *Accomplished Objective*

- Improvement in the time of completion and locking of EMS ePCRs from four point nine (4.9) days in May 2013 to two point five (2.5) days in September was attained.
- Staff meetings were conducted and staff received time frames to complete their patient care reports. Additionally, reporting procedures for Internet Service problems that caused delays in completion of charts were also discussed.
- In April and May, an average of one hundred twenty (120) charts in the system remained unlocked or needed correction. Figures decreased by June to forty one (41) charts, and by August – September they further decreased to twenty seven (27) and fourteen (14) charts respectively, reflecting great improvement from the St. Thomas and St. John District.
- Most of the staff was made aware through training of the importance of data entered, and their participation therein.

### *Performance Measures*

- Five (5) monthly financial and progress grant reports and two(2) annual time to lock charts reports were submitted to VIOHS by EMS Data Manager;
- Thirty seven (37%) of ePCRs were reviewed by Acting Data Manager (May to September 2013);
- Eight (8) monthly traffic related call reports detailing the number of traffic related runs VIEMS responded to, age and sex of the patients, treatments provided and time of day of incidents occurred were submitted to VIOHS;
- Four (4) time of completion reviews were conducted ;
- ePCRs completed on time (forty eight (48) hours) –
  - Jun: EMS responded to five hundred fifty nine (559) calls and three hundred thirty five (335) reports were completed within forty eight (48) hours = sixty percent (60%)
  - July: EMS responded to six hundred eight (608) calls and three hundred ninety four (394) reports were completed forty eight (48) hours = sixty five (65%)
  - August responded to five hundred sixty four (564) calls and four hundred sixty three (463) reports were completed forty eight (48) hours = eighty two percent (82%)
  - September responded to five hundred seventy six (576) calls and four hundred seventy five (475) reports were completed within forty eight (48) hours = eighty two percent (82%)
- All eight (8) traffic data reports were submitted in a timely manner. These are due on or before the 15<sup>th</sup> of each month.
- St. Croix District : A total of thirty (30) individuals attended the training ( six (6) office staff attended the administrative class, twenty three (23) regular staff and one (1) billing staff attended the clinical class (including non-staff & VI National Guard EMSTs).
- St. Thomas/St. John District: A total of thirty one (31) individuals attended the training (six (6) staff attended the administrative class, and twenty five (25) regular staff attended the clinical class.
- QA reviews were conducted in the St. Croix District in July and August and on St Thomas/St. John District in August.

### *FY 14 Corrective Initiatives*

Hiring and training a part time data manager to coordinate quality evaluation and reporting by March of FY 2013 never achieved. EMT Staff, Iotha Prince, was assigned as the Acting Data Manager for this grant; and as of March 2013 she was also tasked with submitting to VIOHS monthly reports on the number of traffic related calls VIEMS has responded to territorially. A stipend has been assigned to Ms. Iotha Prince to ensure that she focuses on data management and analysis for FY14. This should allow EMS to clearly focus on Quality Assurance/Quality Improvement in FY 2014.



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### **E-Citation Project - USVI**

**Awarded \$1,548,160.00**

**Expended -0-**

**\$408**

The E-citation project is an electronic System that will transmit citations and linked to all governmental agencies in a timely manner to all governmental agencies (Attorney General, Bureau of Motor Vehicles, Superior Court, and VIPD) that may need the information. This manner will eliminate human error in writing, identifying appropriate fines, and specific infractions; in an almost immediate fashion.

#### *Problem Statement*

To date, the Virgin Islands have not established an electronic territory-wide citation tracking system. As a result, tracking is done by hand tabulation or self-developed computer programs, and computer printouts from the court showing sworn citations deemed prosecutable.

Currently, all traffic citations are written manually, which makes it difficult to account for all citation forms issued. Furthermore, there is no timely processing and accuracy of citations and adjudication data.

#### *Objective*

- To purchase a user friendly electronic citation software and equipment to generate electronic ticketing;
- To train law enforcement officers in the Virgin Islands Police Department to utilize e-citation software;

#### *Accomplished Objective*

None of the objectives were accomplished.

#### *Performance Measures*

- Total number of traffic citations electronically captured
- Percent of tickets processed electronically
- Number of days it took to transmit citation data directly to Attorney General's Office and to the Virgin Islands Superior Court
- Cross reference the number of officers to the number actually trained
- Results of the evaluations of software training by the officers
- Number of officers trained to utilize the software.

#### *FY 14 Corrective Initiatives*

None of the objectives were accomplished. The Traffic Records Committee agreed to have this project sole sourced. However, Property and Procurement denied the request. The project is Request for Proposal (RFP) was prepared and along with the supporting document. The only pending item is the encumbrance to include in the document.



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Although our Highway Safety Plan for Fiscal year 2013 included the possibility of **Motorcycle Safety**, **Pedestrian Safety** and **Aggressive Driving Grants**, these projects were not approved for fiscal year 2013.



State Side Attitude Survey Results/ Seat Belt Survey



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