

A decorative banner at the top of the page. On the left, the flag of the Virgin Islands is shown waving. The background is a blue sky with a red, white, and blue wavy ribbon that has a row of white stars along its bottom edge. On the right side of the ribbon is a circular seal of the Virgin Islands.

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# HIGHWAY SAFETY PLAN

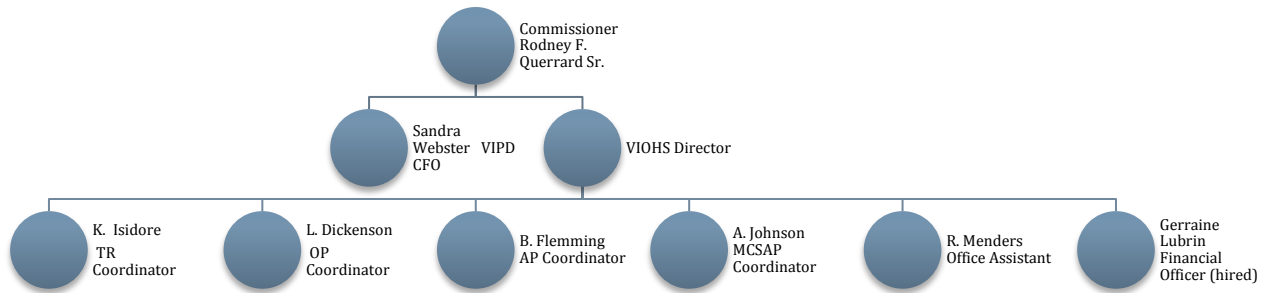
FEDERAL FISCAL YEAR  
2015

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VIRGIN ISLANDS POLICE DEPARTMENT – VIOHS HIERARCHICAL CHART





## 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 the National Highway Traffic Safety Association (NHTSA) as the federal agency dedicated to achieving the highest standards of excellence in motor vehicle and highway safety. The Virgin Islands Senate legislated that the Virgin Islands Office of Highway Safety (VIOHS) would be responsible for developing and implementing, on behalf of the Governor of the Virgin Islands, the Virgin Islands Highway Safety program. To achieve this mission, the VIOHS promotes territory traffic safety programs through education, enforcement activities and behavior modification by administering and coordinating funding for the three districts, St. Croix, St. Thomas, and St. John.

The VIOHS manages grant dollars from NHTSA in partnership with public and private entities, highway safety programs are developed and implemented to reduce traffic crashes 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) 2015 Highway Safety Plan (HSP) addresses the national priority program areas of the National Highway Traffic Safety Administration (NHTSA) and the Federal Highway Administration (FHSA). The following areas will be addressed by the VIOHS in FFY 2015, Territorial Safety Programs known as §402, MAP 21- §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 (23CFR1200.10) nine legally required one (1) core performance measure, one (1) behavior measure and four (4) activity performance measures. See table page 3.

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.



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

The VIOHS's primary source of crash data to identify and analyze traffic safety problems are the Virgin Island Police Department Traffic Crash Database (ReportBeam), the superior Court of the Virgin Islands case management system, the Department of Health, Emergency Medical Services (EMS) Patient Care Reporting System, and the Department of Justice Office of the Attorney General. To better understand the traffic safety problem in the territory and to develop effective programs, the VIOHS uses injury and crash data to supplement its fatality data. The crash data contained in ReportBeam allows for analysis of crashes within specific categories defined by person (i.e., age and gender), location, roadway type and other critical factors (i.e., time of day, day of week, weather, driver's actions, etc.)

TreWyn & Associates, a private contractor located in Germantown, MD, has conducted the scientific sample survey of vehicle seat belt use for the past four years. The purpose of the survey is to conduct annual seat belt survey based on the sampling specifications that meet NHTSA requirements.

In order to analyze the territory's crash data, the VIOHS used the *traffic statistic report (2009-2014) as of April 23, 2014* to identify the most significant problems and what projects should be funded. Priority is given to projects that will have the greatest impact in reducing traffic crashes, injuries and fatalities.

Statistical and program information are reviewed and goals are established. Current activities are also assessed to determine their impact on achieving these goals. A baseline is then established from which progress in achieving these goals is measured by comparing data from previous years.

Data on vehicle related incidents on roadways in the territory between 2009 thru 2013, and the first quarter of 2014, is provided. The data reveals that there have been \*between January and October 2013\* 20 Speeding Citations, 614 Seat belt Citations, and 33 unrestrained child citations which are a clear indicative that enforcement activities should be sustained and increased.

## PROCESS DESCRIPTION

The 2015 HSP is developed to address problems related to fatalities, injuries, and property damage resulting from traffic crashes. The HSP identifies specific program areas along with specific countermeasures to address the crash problem. Each year the VIOHS prepares the HSP and includes the projects that will be funded for the federal fiscal year which is implemented beginning on October 1 and ending on September 30. The projects presented in this year's HSP are a continuation of projects from prior years, but includes anticipated projects for 2015 as well.

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

1. Problem Identification
2. Selection of goals, objectives and performance measures.
3. Input from traffic safety related partners
4. Selection of funding priorities
5. Grant Application Announcement
6. Review, Negotiation and Approval of Grant Agreements
7. Implementation
8. Outcome Evaluation for next planning stages



The USVI is comprised of four islands and as a result the VIOHS relies heavily on its internal staff as well as members that participate in the Traffic Records Committee, and the Occupant Protection Committee to identify and analyze traffic safety problem areas. These participants have an active role in the preparation of the plan and include representatives from The Attorney General’s Office, Bureau of Information Technology (BIT), the Lieutenant Governor’s Office, Emergency Medical Service personnel, the Board Chair of the VI Public Safety Committee, the Department of Education, VI Police Department, VI Fire Department, Early Head start and Head start, and the Maternal Child Health Clinic.

For example, OP Committee meetings were convened with a focus of building awareness in the community and encourage correct use car restraints in the attempt to reach the goal of 100%. On the other hand several TRCC meetings were held to improve the completion of crash reports, submission and completion of patient care reports in the EMS system. Another critical issue has been the implementation of the e-Citation system from paper based traffic ticketing system to an electronic system. The ultimate aim of the project is to upload traffic tickets from point of incident to the Superior Court, Police Department, Bureau of Motor Vehicles and the Attorney General’s Office.

The VIOHS works closely with the Virgin Islands Police Department to develop and implement the highway safety program. The VIPD is the hands on enforcement agent related to crashes, fatalities, injuries and promoting seatbelt usage. VIPD also uses their citation information and compares it to the results from the Superior Court’s infraction reports to determine the presence or lack thereof of enforcement throughout the high incident areas of our territory. The initiatives are critical for the safety of the USVI and are managed by district Police Chiefs.

For 2015, the VIOHS will use meeting reports, coupled with progress reports submitted by the VIOHS coordinators to assess the critical traffic safety issues that confront the territory. Quarterly reports submitted by sub-grantees also provide a source of information valuable to identify where the territory should focus traffic safety initiatives in 2015 and beyond.



Virgin Islands Office of Highway Safety  
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With a Fiscal Officer on board, VIOHS will be able to liaise with the VIPD fiscal and payroll division to obtain and review the quarterly expenditures and overtime costs to ensure that the costs submitted in each project report are tied back to the approved federal grants and their schedules.

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



## PROJECT SELECTION

The criteria used in selecting projects and activities are determined by using the following methodology:

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

Using data collected by VIOHS ReportBeam, funding is based on successful accomplishments by individual projects. The VIOHS staff reviews the data over a period of 5 years and identifies the most significant problems and who should be funded and at what level compared to the previous years and according to the projects that most closely relate to the most recently published Countermeasures that Work. Priority is given to projects that will have the greatest impact in reducing traffic crashes, injuries and fatalities.

Funding in the areas of Impaired Driving and Seat Belt usage will be a priority in the territory in 2015. The VIOHS data provides alarming numbers that require attention in both of the above mentioned areas.

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

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

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





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**PROBLEM IDENTIFICATION/ FINDINGS**

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

<b>YEAR</b>	<b>2009</b>	<b>2010</b>	<b>2011</b>	<b>2012</b>	<b>2013</b>	<b>5 YR AVG</b>	<b>2014</b>	<b>2015 Goal</b>
Fatalities	16	11	8	14	9	12	3	11
Serious Injuries (3 year moving avg.)	12	13	12	9	16	12	0	7
Injuries	1,130	1,138	1,290	1,288	1,085	1,186	294	830
Crashes	4,570	5,571	5,420	5,142	4,814	5,103	1,193	3,572
Fatality Rate (VMT)	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A
Unrestrained Fatalities (all seating positions)	3	4	4	1	2	3	2	1
Impaired Driving Fatalities	2	0	0	4	3	2	0	0
Speeding Related Fatalities	5	4	3	4	4	4	0	2
Motorcyclist Fatalities	2	1	1	7	1	2	1	0
Unhelmeted Fatalities	0	1	0	2	0	1	0	0
Fatalities Age 20 or Younger	1	0	0	0	0	0	0	0
Pedestrian Fatalities	5	6	2	6	4	5	2	1
Seatbelt Usage Rate	85.8	87.2	84.4	77.9	76.8	82.4	77.6%	85%
Seatbelt Citations	3,063	2,196	2,089	1,201	614*	1,710	64	----
Impaired Driving Arrests	151	169	223	197	151*	148	STX-9	----
Speeding Citations	1,428	1,827	461	273	20*	798	STX- 12	----

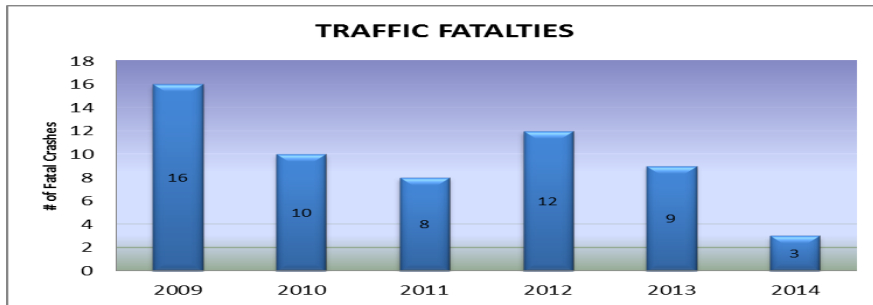
Sources: 2009 - 2014 crashes and injuries amount were obtained from the Traffic Crash Report database (Report Beam). Additionally, the 2009/2010 total crashes for St. Thomas/St. John were obtained from data received from the Traffic Bureau and Records Division. The impaired driving arrests and traffic violation data was obtained from the Virgin Islands Superior Court.



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**CORE OUTCOME MEASURES (10)**

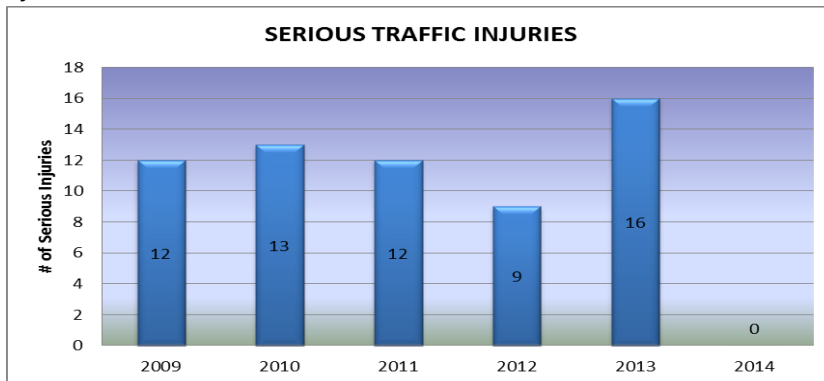
**C-1 Traffic Fatalities / Fatal Crashes**

To decrease traffic fatalities (vehicles) by twenty-five (25%) percent from the 2009 – 2013 calendar base year average of 12 ( sixteen (16) in 2009, ten (10) in 2010, eight (8) in 2011, twelve (12) in 2012 and nine (9) in 2013) to eleven (11) by December 31, 2015.



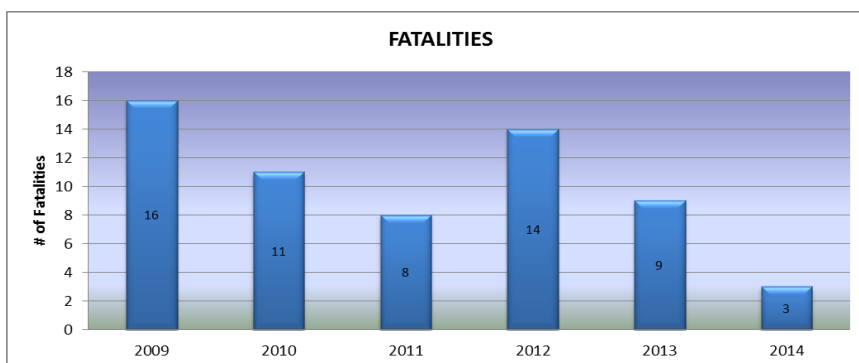
**C-2 Serious Traffic Injuries (State Crash Data Files)**

To decrease serious traffic injuries 30% percent from the 2009 - 2013 calendar base year average of 10 (twelve (12) in 2009, thirteen (13) in 2010, twelve (12) in 2011, nine (9) in 2012, and sixteen (16)) 2013 to 7 by December 31, 2015.



**C-3 Fatalities**

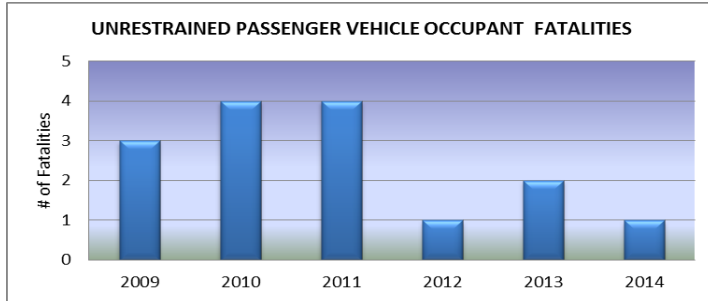
To decrease fatalities/ VMT by twenty-five (25%) percent from the 2009 – 2013 calendar base year average of 12 ( sixteen (16) in 2009, eleven (11) in 2010, eight (8) in 2011, fourteen (14) in 2012 and nine (9) in 2013) to 9 by December 31, 2015.





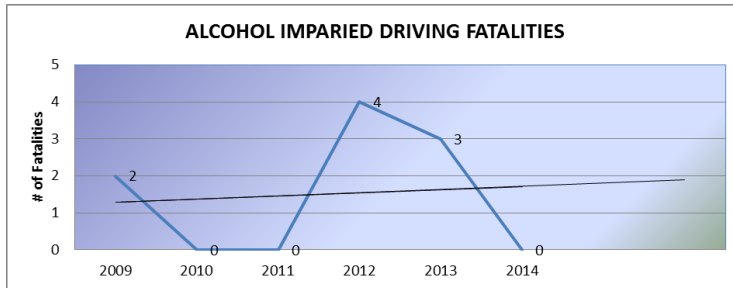
### C-4 Unrestrained Passenger Vehicle Occupant Fatalities

To decrease unrestrained passenger vehicle occupant fatalities in all seating positions by twenty-five (25%) percent from the 2009 – 2013 calendar base year average of three (3) (three (3) in 2009, four (4) in 2010, four (4) in 2011, one (1) in 2012 and nine (9) in 2013) to one (1) by December 31, 2015.



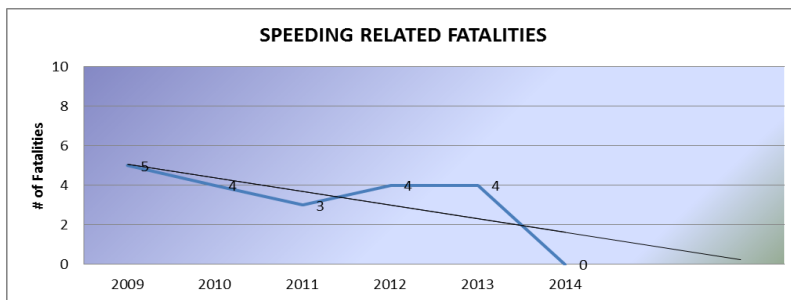
### C-5 Alcohol Impairment Driving Fatalities

To decrease alcohol impaired driving fatalities by twenty-five (25%) percent from the 2009 – 2013 calendar base year average of 2 (two (2) in 2009, zero (0) in 2010, zero (0) in 2011, four (4) in 2012 and three (3) in 2013) to one (1) December 31, 2015.



### C-6 Speeding Related Fatalities

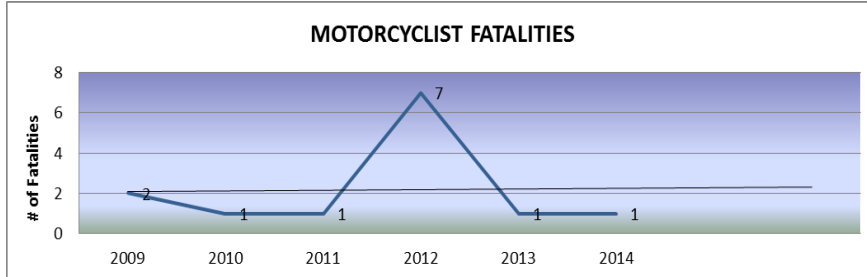
To decrease speeding related by twenty-five (25%) percent from the 2009 – 2013 calendar base year average of four (4) ( five (5) in 2009, four (4) in 2010, three (3) in 2011, four (4) in 2012 and four (4) in 2013) to three (3) by December 31, 2015.





### C-7 Motorcyclist Fatalities

To decrease motorcyclist fatalities fifty (50%) percent from the 2009 – 2013 calendar base year average of two (2) (two (2) in 2009, one (1) in 2010, one (1) in 2011, seven (7) in 2012 and one (1) in 2013) to one (1) by December 31, 2015.

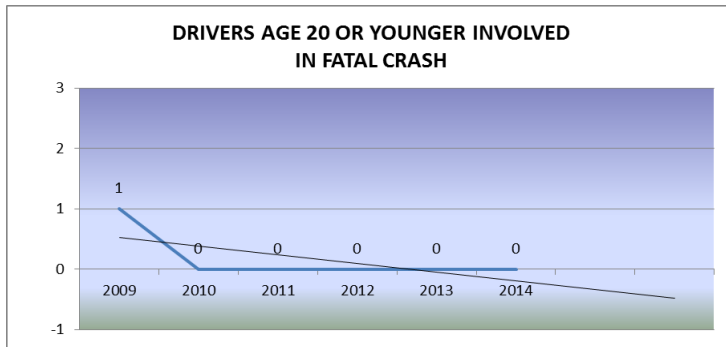


### C-8 Unhelmeted Motorcyclist Fatalities

To decrease motorcyclist fatalities from the 2009 – 2013 calendar base year average of one (1) (zero (0) in 2009, one (1) in 2010, zero (0) in 2011, two (2) in 2012 and zero (0) in 2013) to zero (0) December 31, 2015.

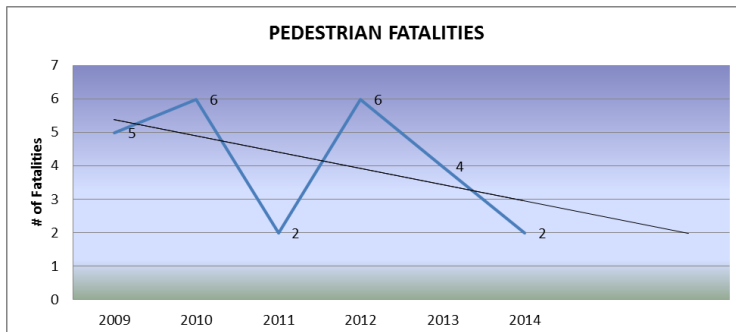
### C-9 Drivers Age 20 or Younger Involved in Fatal Crashes

To maintain drivers age 20 or younger involved in fatal zero (0) (one (1) in 2009, zero (0) in 2010, zero (0) in 2011, two (2) in 2012 and zero (0) in 2013) to zero (0) by December 31, 2015.



### C-10 Pedestrian Fatalities

To reduce pedestrian fatalities from the 2009 -2013 calendar base year average of five (5) (five (5) in 2009, six (6) in 2010, two (2) in 2011, six (6) in 2012 and four (4) in 2013) to two (2) in December 31, 2015.

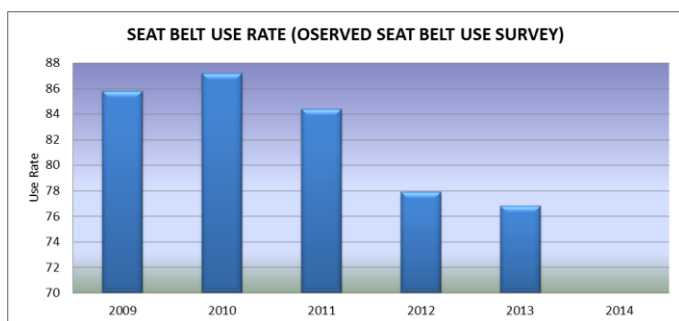




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Highway Safety Plan FFY 2015  
**CORE BEHAVIOR MEASURE (1)**

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

To increase statewide observed seatbelt use of front seat outboard occupants in passenger vehicles 8 percentage points from the 2013 calendar base year average usage rate of 82.42 percent to 75 percent by December 31, 2015.





## **Planning and Administration – USVI**

**Budget:** \$250,000

**§402**

Highway Safety project funded in the USVI supervises one (1) fiscal officer and three (3) program coordinators by funding source **§402**, **§405**, and **§408** for FY 2013 for a total of twenty (20) projects that were set to be funded. These funds will be used to administer the highway safety programs for the US Virgin Islands, to include the revision of the policy and procedure manual; evaluation of each highway safety program; design of a website; staff and train the office such that operations are efficient, accurate and timely; travel to conferences such as GHSA annual conference, LifeSavers, National Association of Women Highway Safety Leaders, INC (NAWHSL), regional meetings and any other NHTSA sanctioned meetings, workshops or conferences; and to ensure that overhead costs are met and vehicles facilitated to P&A by the VIPD are serviced on a regular basis. A portion of these funds will also be used for personnel services of the financial officer, related professional services, inter island travel and accommodations for meetings, travel to attended conferences, workshops and seminars aimed at improving knowledge and accountability to regional and national agencies, supplies and equipment.

## **Alcohol Safety Program Management– USVI**

**Budget** \$200,000

**§402**

The Alcohol Safety (management) Project has the goal of conducting activities focused on the areas of prevention and intervention of impaired and negligent driving. A portion of these funds will also be used for personnel services of the coordinator, related professional services, inter island travel and accommodations for meetings, travel to attended conferences, workshops and seminars aimed at improving knowledge and accountability to regional and national agencies, supplies and equipment. The funds will also be used to manage all projects under the Alcohol portion of **§402** awarded funds, and to ensure the territory's participation in the following strategic plans:

- National Drunk and Drugged Driving (3D) month, December 2014
- Alcohol Awareness Month – April 2015
- Independence Day Holiday Weekend Crackdown – July 2015
- National Mobilization for Impaired Driving Enforcement – August to September 2014

### **Local Activities :**

- Community events – December 2014
- Fetal Alcohol Syndrome presentation, Early Headstart – throughout Fiscal Year 2015
- Public and Private high school presentations – throughout Fiscal Year 2014
- Participation at other community events – during Fiscal Year 2015



Virgin Islands Office of Highway Safety  
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**Seventh Day Adventist Youth Alcohol – USVI**  
**Budget: \$14,000**

**\$402**

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

This youth-oriented program operates from location No. 17A Plessen, Frederiksted St Croix 00840. Project funds will coordinate with businesses and faith based organizations to provide education on the dangers of underage drinking and driving. The project will focus primarily on youths between the ages between 16-20 years old. Based on data provided in surveys of high school students there has been an increase in alcohol consumption from 2009-2014.

**Alcohol Enforcement – USVI**

**Total Budget: \$ 360,000**

**\$402**

**St. Croix District Budget \$310,000**

**St. Thomas / St. John Budget \$50,000**

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. The National Drunk Driving Campaign “Drive Sober or Get Pulled Over” is a comprehensive impaired driving prevention program that combines high-visibility enforcement and public awareness through paid and earned media. The national campaign slogan has been adopted as the theme for all impaired driving initiatives in the Virgin Islands. Approximately 50 law enforcement officers in the territory will participate in the holiday enforcement campaigns. In addition, the task force will participate in other alcohol related enforcement activities including impaired driving checkpoints and saturated patrol throughout the year.

A portion of these funds will also be used for inter-island travel and accommodations for meetings and press conferences travel to necessary training, alcohol testing material replacement and updates, recertification and seminars aimed at improving knowledge and accountability to regional and national agencies, supplies and equipment.

**DUI Offender – USVI**

**Total Budget: \$ 45,000**

**\$402**

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



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### **Police Traffic Services, USVI**

**Budget:** \$200,000

**\$402**

**Speed Enforcement** \$100,000.00    **Distracted Driving** \$50,000.00    **Aggressive Driving** \$50,000

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

By providing funds to VIPD for the aforementioned enforcements, results will be seen in the reduction of the amount of motor vehicle collisions thereby lowering fatalities and injuries caused by aggressive and distracted drivers. Funds for this project will be used for personnel, supplies costs as they relate to the enforcement activities. Funds will also be used to train officers to efficiently investigate causes for traffic crashes. Finally, law enforcement will also participate in operation "Arrive Alive", and will select areas known for speeding, on a quarterly basis for special speed enforcement.

### **Traffic Control – USVI**

**\$402**

**Total Budget:** \$ 250,000

VIOHS plans to fund a traffic control project from the DPW whose aim is to improve highway safety by providing guidelines for orderly and predictable movement of all traffic, motorized and non-motorized vehicles, and pedestrians throughout the territory's highway system and along the local public road system. The planned installation of traffic control devices will be used to alleviate the frequency of vehicular accidents and pedestrian and vehicular conflicts. DPW will use the type and frequency of accidents data (location, time, vehicle etc) to determine what types of improvements are necessary.

### **Occupant Protection Management, USVI**

**Budget:** \$250,000

**\$402**

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

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

Funds will be provided to perform the statewide seat belt usage rate observation survey to determine the annual seated occupant seat belt usage rate for the territory. The survey will be conducted by a vendor chosen through the bid process according to local procurement procedures during the latter part of 2015 but no later than September 1, 2015.





Virgin Islands Office of Highway Safety  
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VIOHS will continue to maintain the child safety seat inspection fitting station at its headquarters on St. Croix, at the Alexander Criminal Justice Complex in St. Thomas, and at the Fire prevention office in Cruz Bay, St. John. Approximately 6 child passenger safety clinics will be conducted. Promotional materials will be purchased for distribution at designated child safety seat checkpoints throughout the territory with approval from the regional NHTSA office.

The VIOHS will conduct safety seat checks on different locations on the territory using child seat safety technicians. The technicians will perform safety seat checks and conduct educational seminars to reduce the misuse and or non-use of child safety seats. Funds will also be used to purchase child safety seats for distribution to families at seat check events and fitting stations.

### **Occupant Protection Technician Training, USVI**

**Budget:** \$78,000

**\$405 OP & MAP – 21 \$405B**

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

### **Occupant Protection Enforcement- USVI**

**Budget:** \$500,000

**\$405**

**St. Croix District Budget** \$325,000

**St. Thomas / St. John Budget** \$175,000

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.

The funds for this project will be provided to VIPD to implement seat belt mobilizations for overtime patrols. Approximately 40 territorial police officers will receive funds to participate in the enforcement efforts. All education related occupant protection initiatives conducted will utilize materials available at the VIOHS office.

The Click it or Ticket campaign will be conducted from May – June 2015 to increase seat belt use and educate the public about the impact seat belt use has on reducing injuries and fatalities in motor vehicle crashes.



Virgin Islands Office of Highway Safety  
Highway Safety Plan FFY 2015

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

**Budget:** \$ 96,000

**\$408**

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

### **Virgin Islands Street Addressing Initiative, USVI**

**Budget:** \$ 500,000

**\$408**

Funds for will be used to assist in a territorial street naming project through the Lt. Governor's office to create a Master Address Repository (MAR). Estimates obtained as the territory proceeded with the addressing pilot project indicated that approximately 85-90% of the territory's streets outside of the historic districts are both unnamed and unaddressed. This lack of addressing data continues to severely impact the efficiency of the territory's emergency 9-1-1 system. The MAR clearinghouse of data would contain existing and new addresses for all structures in the territory thereby linking all of the different identifiers for a property i.e. parcel number, plot number, street number etc. Although the territory has not compiled statistical data on the impact of the lack of street addressing on the response time of emergency services or law enforcement to 9-1-1 calls, it is widely accepted by the related agencies that the lack of a clear and accurate addressing system continues to slow response time because of confusing directions and lack of accurate street signage. The implementation of MAR and subsequent availability to VIPD, EMS, VITEMA, Fire Service and other government entities is aimed to improve response times to traffic crashes and the ultimate reduction in fatalities.

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

**Budget:** \$75,000

**\$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

Project funds will be used to further increase the upload of Patient Care Reporting System from EMS personnel while continuing to improve the accuracy of the information captured. This project will support continued training for EMS personnel, enhancement to current equipment, software and connectivity to ensure that the system allows for the efficient and timely entry of the data and the data is then easily



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extracted and exported to relevant stakeholders (Department of Health, VIPD, Attorney General) when necessary.

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

**Budget:** \$1,548,160.00

**\$408**

The E-citation project is an electronic System that will transmit citations and provide interconnectivity to all governmental agencies in a timely manner to all governmental agencies (Attorney General, Bureau of Motor Vehicles, Superior Court, and VIPD) that may need the information. This information will be published and made available in user friendly formats to law enforcement officials, engineers, the legislature and other entities that need access to this information. This manner will eliminate human error in writing, identifying appropriate fines, and specific infractions; in an almost immediate fashion.

The ultimate goal of this project is to increase the quality of traffic crash data collection in the territory and allow law makers and law enforcement officials to clearly identify problem areas in the territory. The strategic plan by the Traffic Coordinating Committee which is multi departmental will continue to develop plans to facilitate agencies gathering and transmitting of traffic records data electronically. The plan consists of the following projects:

- 1) Electronic Crash reporting
- 2) Emergency Medical Service Patient Care Reporting System
- 3) Electronic Citation
- 4) Bureau of Motor Vehicle, BMV Virgin Islands Police Department, VIPD Attorney General Office,(AG) Superior Court (SC) connectivity
- 5) Territory-wide Roadway Information System

### **GIS Database Development and Data Collection: Crash Location**

**Budget:** \$290,000

**\$408**

VIOHS will work with the Virgin Islands Department of Public Works proposes to develop a GIS Database to create layers of information for major infrastructures on the 800 miles of roads that the Department is required to develop, maintain and upgrade. The GIS database will allow the Department of Public Works to better manage the infrastructures and share information and data with other government entities who share the responsibility to provide services to the residents and visitors of the territory. The GIS Data base supports the development and implementation of procedures to improve the physical safety of the roadway infrastructure as it will provide information critical to the maintenance of the roadway and safety devices. Information provided will not be limited to locations or areas with safety problems or the common characteristics of crashes. This project focuses primarily on the crash location for the purpose of analysis and implementation of road improvements to reduce crashes, injuries and fatalities. It would also be used to proactively schedule road maintenance thereby reducing factors contributing to crashes, injuries and fatalities; prioritizing road and highway projects; and providing information available about accidents to other service agencies.

### **BMV – Barcode Enhancement Technical Proposal**

**Budget:** \$40,000

**\$408**

VIOHS will work with VI Bureau of Motor Vehicles in the implementation and integration of REAL ID Driver's License and Identification System through the implementation of a PDF Barcode capability to enhance data



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sharing and security, particularly with the vehicle titling and registration implementation. This information will have connectivity to the Office of Highway Safety's electronic citation project and will also be used by law enforcement officers as the information would automatically be populated by the electronic ticket, minimizing human error.

### **BMV – Point Management System Technical Proposal**

**Budget:** \$610,000

**§408**

VIOHS will work with VI Bureau of Motor Vehicles through the Points Management System. Through the implementation of a comprehensive Points Management System, VIBMV will automatically manage the addition and deduction of points from a driver's license based on violations and associated convictions. The system will provide VIBMV capability to manage the points system through an Admin Panel and will also allow for automated addition of points based on any reported convictions.

### **MOTORCYCLE SAFETY - USVI**

**Budget:** \$250,000

**§408**

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

Funds will be provided to conduct a maximum of twelve (12) motorcycle rider awareness training programs. The training will consist of one (1) hour sessions that will be offered to motorcycle riders to improve riding, perception, and motorcycle riders awareness of motorist and pedestrians; to promote safe riding practices such as riding straight (alcohol awareness); and increasing awareness of motorcycle riders for traffic rules. In addition, rider coach training and the development of additional Motorcycle Safety Foundation courses will be pursued with the BMV.

### **Pedestrian, Aggressive and Distracted SAFETY MEDIA OUTREACH - USVI**

**Budget:** \$150,000

**§402**

**Pedestrian:** \$75,000

**Aggressive Driving:** \$37,500

**Distracted Driving:** \$37,500

The VIOHS will liaise NHTSA'S safety campaigns and advertisements, by means of the VIPD Public Information Officer and the territory's media electronic and print outlets to create a comprehensive media outreach increasing public awareness to pedestrian, teenager distracted and aggressive driving and other National Highway Safety campaigns not represented by a direct program or enforcement schedule, such as the Motorcycle Safety, Texting can Wait, and Share the Road Safety campaigns.



**Program Cost Summary**

The VIOHS will complete an electronic equivalent on the Grants Tracking System, GTS, once the fiscal year 2014 begins. Below is a project listing of all the projects for the VIOHS program.

<b>Project Title</b>	<b>Budget</b>	<b>Budget Source</b>
Planning and Administration	\$250,000	402 P&A
Seventh Day Adventist Youth Alcohol Program	\$14,000	402 YA
Alcohol Safety Program Management	\$200,000	402 AL
Alcohol Enforcement-USVI	\$360,000	402 DUI
DUI Offender	\$45,000	402 AL
Police Traffic Services	\$200,000	402 PTS
Traffic Control	\$250,000	402 TC
<b>Occupant Protection Enforcement - USVI</b>	<b>\$500,000</b>	<b>405 OP – SE</b>
Occupant Protection Technician	\$78,000	405 OP & MAP-21(405b)
Occupant Protection Management	\$250,000	402 OP
Occupant Protection Media Outreach	\$ 75,000	MAP-21 (405b)
Traffic Records Program Management	\$96,000	408 TR
e-Citation Project	\$1,500,000	408 TR
GIS Road Improvement System	\$290,000	408 TR & LOCAL
VIEMS System Development	\$75,000	408 TR
Pedestrian NHTSA Safety Media Outreach	\$150,000	402 PM
Motorcycle Safety	\$250,000	402 MC
BMV – Barcode Enhancement	\$40,000	408 TR
BMV – Point Management Technical Proposal	\$610,000	408 TR
Virgin Islands Street Addressing Initiative , USVI	\$500,000	408 TR
<b>Total</b>	<b>\$5,733,000</b>	



**PROJECT LIST**

Office Administration and Management		\$ 250,000.00
St. Croix District Alcohol Enforcement		\$ 50,000.00
St. Thomas/St. John District Alcohol Enforcement		\$ 310,000.00
Seventh Day Adventist Youth Alcohol Project		\$ 14,000.00
Alcohol Safety Program Management		\$ 200,000.00
Occupant Protection Enforcement St. Croix		\$ 325,000.00
Occupant Protection Enforcement St. Thomas		\$ 175,000.00
Occupant Protection Program Management		\$ 250,000.00
Occupant Protection Technician Training		\$ 78,000.00
Police Traffic Services		\$ 100,000.00
Traffic Records Program Management		\$ 96,000.00
e-Citation Project		\$ 1,500,000.00
GIS Road Improvement System		\$ 290,000.00
Virgin Islands Street Addressing Initiatives, USVI		\$ 500,000.00
USVI EMS Data System Project		\$ 75,000.00
Pedestrian Media Safety Project		\$ 75,000.00
Motorcycle Safety Training Project		\$ 250,000.00
Teenager Aggressive/Distracted Driving Media Project		\$ 75,000.00
BMV Barcode Enhancement		\$ 40,000.00
BMV Point Management Technical Proposal		\$ 610,000.00
Speed Enforcement		\$ 100,000.00
Distracted Driving Enforcement		\$ 50,000.00
Aggressive Driving Enforcement		\$ 50,000.00
DUI Offender		\$ 45,000.00
Traffic Control		\$ 250,000.00
<b>Total</b>		<b>\$ 5,733,000.00</b>



## Performance Report

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

### **Alcohol Program:**

During FY 2014, funds were utilized to carry out the Alcohol Safety Program and its projects' enforcement activities and other initiatives. Public Information and Education campaigns have increased thereby creating more public awareness on the dangers and consequences of drunk driving and underage drinking especially in the high schools. Other accomplishments for Fiscal Year 2014 include:

- National Drunk and Drugged Driving (3D) month – This enforcement mobilization was conducted with the goal of increasing public awareness on drunk driving during the holiday and festival seasons. There were a number of Public Service Announcements (PSAs) conducted via radio and television stations in the Virgin Islands to promote drunk driving awareness; banners with alcohol safety messages were placed at strategic locations; and the Virgin Islands Police Department conducted Driving Under the Influence (DUI) checkpoints and saturation patrols on drunk driving.
- Public Information and Education campaigns were conducted to enforce public awareness on the dangers and consequences of drunk driving and underage drinking. The Alcohol Awareness Month, April 2014, presentations to the high schools were successful. Further, the pregnant and nursing women, of the Early Headstart Program, expressed their appreciation of the Fetal Alcohol Syndrome (FAS) presentation given by the Alcohol Safety Coordinator.

### **Traffic Records:**

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

Each of the projects outlined in the Traffic Records Program are interrelated and are critical to the success of this program.

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

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

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



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year 2014, which are:

- The percent of errors found during EMS data audits of critical data elements has shown significant improvement.
- Upgrades to EMSPCR allowed VIEMS the capability to report data to VIOHS for its Statewide Injury Surveillance System , as well as to the National NEMSIS.
- Lock Chart timing has been reduced from four (4) days to two (2) days.

It is the Traffic Records Program's goal is to create a unified records management system, which will eliminate the need to enter data multiple times in different offices. When an officer files a traffic crash report or citation, that report should be able to be accessible by the clerk's office, the jail, the state attorney's office, the courts, and other law enforcement agencies in the territory. Presently, most reports are running on different systems. The Police Department, the jail, Attorney General Office, and Superior Court are on separate systems.

Therefore, the VIOHS will continue to strengthen our traffic management systems and processes as we expedite our efforts to bring about electronic citations and substantial traffic analysis. The VIOHS will assist in creating a web portal that will be a state of the art e-citation tracking system inter-linking the VIPD, Superior Court, AG's Office, and BMV. This will allow for the seamless transfer of e-citation data among these agencies. This system will also aide VIPD and Court officials in convicting and removing unsafe drivers from our roads and highways, and also assist in capturing vital incident information that will provide us with valuable insight on how best to reduce and eliminate traffic accidents, traffic violations, and fatal crashes and injuries.

### **Occupant Protection:**

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

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

The Occupant Protection program has distributed more than 1,095 seats free of charge to the public, and has trained over 300 people at the clinic and various presentations, with Parent University alone hosting a class of 70 individuals. The VIOHS has been able to provide current information of the new trends in child passenger and highway safety, as well as insight on how and why car seats and other vehicular restraints are so important.





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The VIOHS continued its partnership with the Queen Louise Home Early Headstart / Teen Mothers program. This program enables teen mothers to continue on a positive path to complete their schooling and even look for jobs during and after the birth of their child. The program provides services such as daycare, counseling and other services to assist them with motherhood. The Virgin Islands Office of Highway Safety is pleased to be a part of this continuing effort to educate parents and caregivers about the importance of car and booster seats use, while parents and caregivers are given the opportunity to install these seats correctly every time for every vehicle trip.

The Occupant Protection program also operates a loaner car seat program, very popular in the community through word of mouth, through which seats are loaned to the general public free of charge. The project was able to loan 30 seats. Recently, we have partnered with the Department of Tourism where visitors contact our office and a Representative of the Occupant Protection Program meets them at the airport and correctly installs the loaner seat.

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

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

### **Police Traffic Services:**

The VIOHS planned to award Police Traffic Services grants to the VIPD to assist in the reduction of the number of crashes in the Virgin Islands by focusing on aggressive driving, failure to yield, and failure to stop for stop signs and red lights. The VIPD would have used unmarked vehicles with patrol officers to monitor and enforce the laws at targeted areas.

### **Motorcycle Safety:**

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



## **Effectiveness of Strategies Selected**

### Impaired Driving Enforcement Deterrence (Countermeasures that Work, 2013)

Saturation patrol (also called a blanket patrol, “wolf pack,” or dedicated DWI patrol) consists of a large number of law enforcement officers patrolling a specific area for a set time to increase visibility of enforcement, as well as to detect and arrest impaired drivers. Like publicized sobriety checkpoint programs, the primary purpose of publicized saturation patrol programs is to deter driving after drinking by increasing the perceived risk of arrest. A demonstration program in Michigan, where sobriety checkpoints are prohibited by State law, revealed that saturation patrols can be effective in reducing alcohol-related fatal crashes when accompanied by intensive publicity. Therefore, the VIOHS will encourage the enforcement projects to use saturation patrols during local festivals such as St. Patrick’s Day in both districts, July 4<sup>th</sup> festival celebrations on St. John, Carnival festivities on St. Thomas and Christmas festivities on St. Croix.

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

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

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

Most parents are heavily involved in teaching driving skills to their beginning teenage drivers and supervising their driving while they have a learner’s permit. Many programs to assist parents and beginning drivers have been developed.

Although evaluations of programs to assist parents have not yet shown reductions in young driver crashes, there is still reason to be optimistic. Programs have increased parent limit setting, and several studies show that teenagers whose parents impose more strict driving limits report fewer risky driving behaviors, traffic violations and crashes.

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

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

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

## **Occupant Protection**

### State primary enforcement belt use laws (Countermeasures that Work, 2013)

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



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

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

### Inspections Stations (Countermeasures that Work, 2013)

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

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

## **Traffic Records**

### (Highway Safety Program Guideline #10)

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

- A Roadway File with information about roadway location, identification, and classification as well as a description of a road's total physical characteristics, which are tied to a location reference system. This file should also contain data for normalizing purposes, such as miles of roadway and average daily traffic (ADT);
- A Citation/Conviction File which identifies the type of citation and the time, date, and location of the violation; the violator, vehicle and the enforcement agency; and adjudication action and results, including court of jurisdiction (an Enforcement/Citation File could be maintained separate from a Judicial/Conviction File) and fines assessed and collected.

## **Pedestrian Safety**

### (Countermeasures that Work, 2013)

The purpose of enhancing conspicuity for pedestrians is to increase the opportunity for drivers to see and avoid pedestrians, particularly at night. Pedestrians who are more visible are less likely to be struck. Retro-reflective materials are built into many shoes, including children's and athletic shoes. Other accessories, such as arm or leg bands, gloves, vests, and caps are available from sporting goods stores and other vendors.

A study in a controlled (closed road) environment found that pedestrians were detected more readily when they wore reflective elements on their moving body parts (i.e., wrists and ankles). Although standing still did reduce recognition by drivers as compared to walking, adding clutter to the background did not significantly reduce detection.



### **Motorcycle Training**

(Countermeasures that Work, 2013)

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

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

### **Teen Safety**

(Countermeasures that Work, 2013)

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

## HIGHWAY SAFETY STRATEGIES AND PROJECTS

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

The US Virgin Islands is comprised of three islands with a population of 106,405 residents and a land area of 133 square miles. To meet the traffic safety needs of residents, the VIOHS works closely with the VIPD fund and enforcement program that targets all its major roadways. The VIOHS uses statistics of fatalities, crashes and injuries collected on the VIPD database, Reportbeam. The data is included in the HSP and is being used by VIOHS to determine funding for the impaired driving, aggressive driving, distracted driving and occupant protection enforcement programs as well as initiatives in other critical program areas. Taking into account the size of the territory and the data being collected, the VIOHS feels that it has met the "analysis of crashes, crash fatalities, and injuries in areas of highest risk" as per 1200.1(c) (4).

### **Continuous follow up and adjustment**

Enforcement grants are monitored throughout the grant year by Highway Safety Program Stake Holders and modifications are made where applicable. VIOHS is in constant contact with the VIPD Executive meetings, grant monitoring sessions, phone calls, press events etc. and enforcement deployment strategies are constantly being evaluated. In addition, VIOHS also believes that general deterrence is effective and the VIPD has the ability to provide a geographical enforcement presence in all areas of risk.



## CERTIFICATIONS AND ASSURANCES

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



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