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**Towards Zero Fatalities
and Injuries**

**DISTRICT OF COLUMBIA
HIGHWAY SAFETY
ANNUAL REPORT**



**DISTRICT DEPARTMENT OF TRANSPORTATION
Transportation Safety Policy Division
2000 14th Street, NW,
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District of Columbia Highway Safety Office 2010 Annual Report

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Glossary of Terms and Acronyms

A reference guide for some of the terms used on the following pages:

AAG	Assistant Attorney General
CIOT	Click It or Ticket It
DDOT	District Department of Transportation
DREs	Drug Recognition Experts
DUI	Driving Under the Influence of drugs or alcohol
DWI	Driving While Intoxicated
FHWA	Federal Highway Administration
FY	Fiscal Year
HSO	Highway Safety Office
HSPF	Highway Safety Performance Plan
LEADRS	Law Enforcement Advanced DUI/DWI Reporting System
MPD	Metropolitan Police Department
NHTSA	National Highway Traffic Safety Administration
OAG	Office of the Attorney General
OCME	Office of the Chief Medical Examiner
PCS	Public Chartered School
SFST	Standardized Field Sobriety Test
SHSP	Strategic Highway Safety Plan
TRCC	Traffic Records Coordinating Committee
TRSP	Traffic Safety Resource Prosecutor
US DOT	United States Department of Transportation
USPP	United States Park Police
WRAP	Washington Regional Alcohol Program

District of Columbia Highway Safety Annual Report

FY2010

Executive Summary

The Highway Safety Plan Annual Report for FY2010 (October 1, 2009 – September 30, 2010) documents the use of Federal grant funding administered by NHTSA in accordance with 23 USC, Sections 402 (Highway Safety Program), 405 (Occupant Protection Incentive Grant), 408 (Data Program Incentive), 410 (Alcohol-Impaired Driving Incentive Grant), 2010 (Motorcycle Safety Grant), and 2011 (Child Safety and Child Booster Seat Incentive Grant) of SAFETEA-LU.

For FY2010, the District of Columbia initiated or continued various projects, strategies, and programs to further improve traffic safety in the District through the Federal highway safety funds under these sections of 23 USC. The majority of the programming efforts are focused on the following traffic safety areas:

- Impaired Driving
- Occupant Protection
- Aggressive Driving
- Pedestrian/Bicycle Safety
- Motorcycle Safety
- Traffic Records
- Roadway Safety

This report also tracks the progress of the Highway Safety Office (HSO) in its pursuance of each program goal and performance measurement identified in the FY2010 HSPP. For FY2010, fifteen goals were identified, and the District HSO is pleased to report the following:

- Goals Achieved
 - Impaired Driving – Number of alcohol-related fatalities reduced from 15 in 2008 to 10 in 2009 (33 percent decrease).
 - Occupant Protection – Seatbelt usage remained relatively constant at 92.3 percent in 2010; however, this exceeded the 91.7 percent projected goal for 2010.
 - Occupant Protection – Number of unrestrained fatalities decreased from 15 in 2008 to 8 in 2009, a 46.7 percent decrease.
 - Aggressive Driving – Number of speeding-related fatalities decreased from 14 in 2008 to 12 in 2009, a 14 percent reduction.
 - Aggressive Driving – Number of speeding-related injuries decreased from 367 in 2008 to 309 in 2009, a 15.8 percent decrease.
 - Pedestrian Safety – Pedestrian fatalities slightly increased from 14 in 2008 to 16 in 2009, a 14 percent increase; however the increase was below the HSO projected goal of 17 for 2009.
 - Pedestrian Safety – Pedestrian injuries decreased from 577 in 2008 to 537 in 2009, a 6.7 percent decrease.

- Bicycle Safety – Bicycle-related fatalities decreased from 1 in 2008 to 0 in 2009.
- Motorcycle Safety – Motorcycle-related fatalities decreased from 7 in 2008 to 3 in 2009, a 57 percent decrease.
- Motorcycle Safety – Motorcycle-related injuries decreased from 91 in 2008 to 90 in 2009, a 1 percent decrease.
- Traffic Records – The TRCC met quarterly and continued to focus on improving traffic records.
- Roadway Safety – Number of traffic-related fatalities decreased from 39 in 2008 to 33 in 2009, a 5 percent decrease.
- Roadway Safety – Number of injuries decreased from 6,792 in 2008 to 6,529 in 2009, a 3.9 percent decrease.
- Goal not met¹:
 - Impaired Driving – Number of alcohol-related injuries increased from 132 in 2008 to 177 in 2009, a 34 percent increase.
 - Bicycle Safety – Number of bicycle-related injuries decreased from 256 in 2008 to 217 in 2009, a 15.2 percent decrease; however, the decrease did not meet the projected goal of 181 for 2009.

The DC HSO continues to conduct a thorough review of all programs and where the goals are not met, a more rigorous program will be developed. Table 1 provides a summary of the District crash trends.

TABLE 1: CRASH TRENDS

YEAR	2000	2001	2002	2003	2004	2005	2006	2007	2008	2009
Fatalities (Actual)	52	72	50	68	45	49	41	54	39	33
Fatality Rate/(100 million VMT)	1.37	1.81	1.33	1.87	1.15	1.29	1.13	1.50	1.08	0.91
Injuries (Actual)	10,107	10,758	8,804	8,050	8,109	7,555	7,061	6,571	6,792	6,529
Crashes	18,583	18,261	17,734	18,143	18,494	17,717	16,204	15,106	16,147	16,841
Alcohol-Related Fatalities w \geq BAC	15	24	20	25	15	20	18	24	10	7
Unrestrained Passenger Vehicle Occupant Fatalities	7	16	13	22	11	10	8	4	5	2
Speeding-Related Fatalities	25	39	29	32	30	22	22	10	14	12
Motorcyclist- Related Fatalities	7	5	7	7	7	6	1	2	8	3
Pedestrian Fatalities	18	11	7	18	9	16	17	25	14	16
Bicyclist Fatalities	1	2	1	0	3	4	1	2	1	0
% Observed Belt Use for Passenger Vehicles	83	84	84.56	84.93	87.02	88.78	85.36	87.13	90	93

¹ The District is in the midst of implementing a new electronic crash record system that will replace the existing manual paper form. This is expected to be fully implemented (100%) in 2011. As crash reporting becomes timely and consistent it is expected that the number of crashes reported may increase as well. Further, as the number of errors per crash form decreases as well as the number of "Unknown" the accuracy of reporting will improve.

Introduction

In accordance with the U.S. Highway Safety Act of 1966 and any acts amendatory or supplementary thereto, the District Department of Transportation (DDOT) develops an annual comprehensive safety plan with the goal of reducing traffic crashes, deaths, injuries, and property damage.

The Annual Report for FY2010 (October 1, 2009 - September 30, 2010) serves as a safety report card to measure how well the District performed in meeting the safety goals in the past year. These performances were based on the projects set forth in the FY2010 Highway Safety Performance Plan (HSPP).

The Annual Report also documents the use of Federal grant funding administered by NHTSA in accordance with 23 USC, Sections 402 (Highway Safety Program), 405 (Occupant Protection Incentive Grant), 408 (Data Program Incentive), 410 (Alcohol-Impaired Driving Incentive Grant), 2010 (Motorcycle Safety Grant), and 2011 (Child Safety and Child Booster Seat Incentive Grant) of SAFETEA-LU.

Mission Statement

The mission of the District of Columbia Highway Safety Office (DC HSO) is “to provide a safe and efficient transportation system, improving the mobility of people and goods, increasing transit and walking, enhancing economic prosperity, preserving the quality environment, and ensuring that communities are realized.” The District of Columbia seeks to reduce the serious injuries and fatalities in the District by 50 percent in 2025, as noted in its 2005 Strategic Highway Safety Plan. Although every traffic fatality is a tragedy, the District of Columbia has been successful at reducing the number of fatalities and injuries in recent years. In the District of Columbia, the rate of fatal traffic crashes has declined from 1.29 fatalities per 100 million VMT in Calendar Year 2005 to 0.91 in 2009, a 29 percent reduction. During the same period, the national traffic fatality rate fell from 1.46 to 1.16 fatalities per 100 million VMT, a 20.5 percent reduction.

Through the administration of Federal highway safety funds, the DC HSO continues to work towards achieving its goal. This report provides an overview of each Program Area, including performance measures and goals implemented in FY2010. The majority of DC HSO programming efforts targeted the following traffic safety priority areas:

- Impaired Driving
- Occupant Protection
- Aggressive Driving
- Pedestrian/Bicycle Safety
- Traffic Records
- Motorcycle Safety
- Roadway Safety

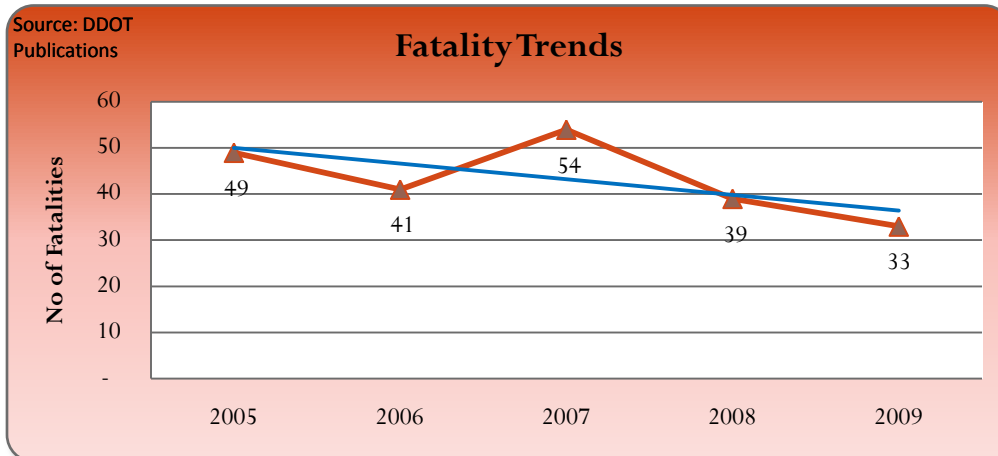
Performance Goals and Trends

All of the organizations working to improve the safety of the District of Columbia's roadways strive to reduce traffic fatalities and injuries. The following graphs present the current trend, based on the performance measures and goals outlined in the FY2010 Highway Safety Performance Plan.

Goal Reduce the number of serious and fatal injuries in the District by 50 percent by 2025.

Intermediate Goal: To decrease traffic-related fatalities by 11 percent from a three-year (2006-2008) weight average of 45 to 40 by December 2012

Note: Projected goal for traffic-related fatalities for 2009 was 44.

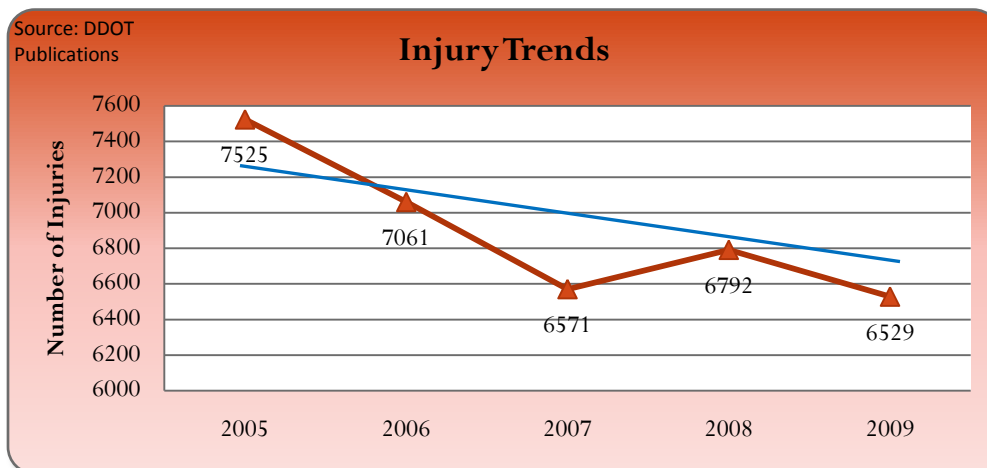


DC HSO reached and exceeded its 2010 safety goal

Goal Reduce the number of serious and fatal injuries in the District by 50 percent by 2025.

Intermediate Goal: To decrease traffic-related injuries by 12 percent from a three-year (2005-2007) weighted average of 7,052 to 6,214 by December 2012

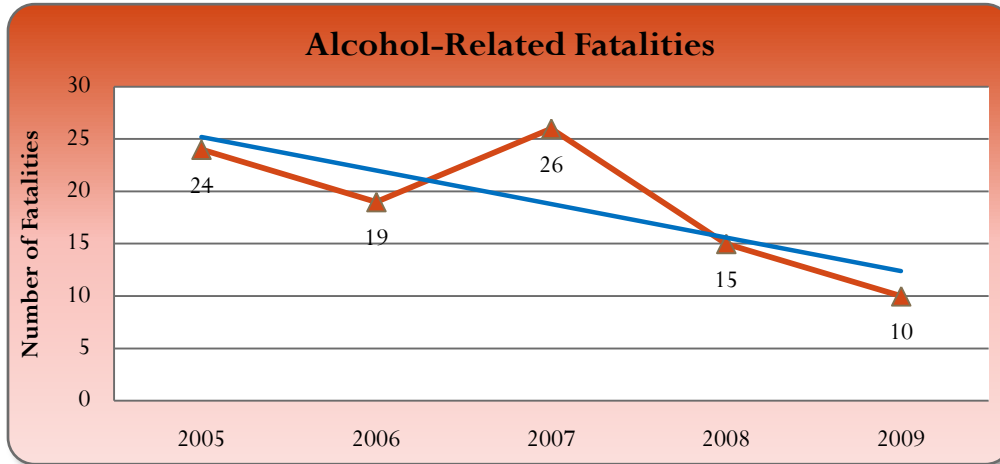
Note: Projected goal for traffic-related injuries for 2009 was 6,704.



The number of injuries has been reduced significantly since 2005. The goal for 2010 was met.

Goal Decrease alcohol-impaired driving fatalities by 15 percent from a three-year (2006-2008) weight average of 13 to 11 by December 31, 2012.

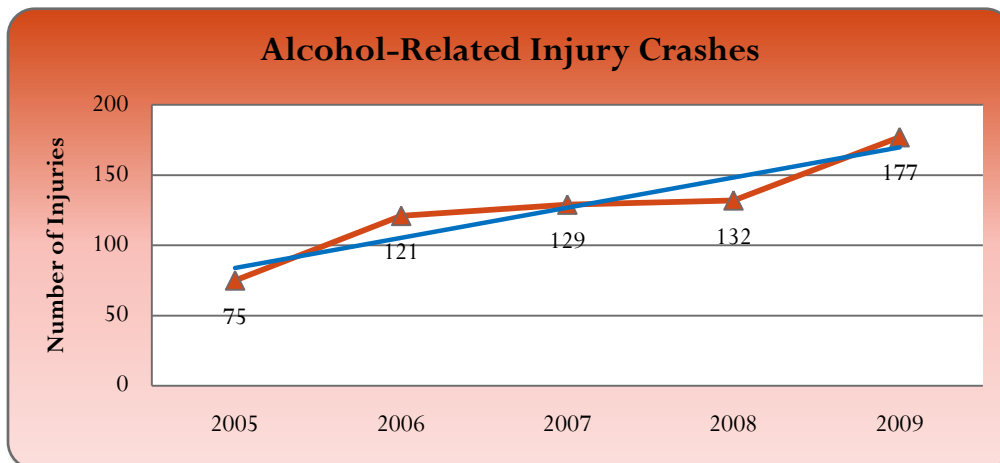
Note: Projected goal for alcohol-related fatalities for 2009 was 13.
 Alcohol-impaired driving fatalities are all fatalities in crashes involving a driver or motorcycle operator with a BAC of 0.08 or greater.



DC HSO reached and exceeded its 2010 goal.

Goal Decrease alcohol-impaired driving injuries by 61 percent from a three-year (2006-2008) weight average of 129 to 49 by December 31, 2012.

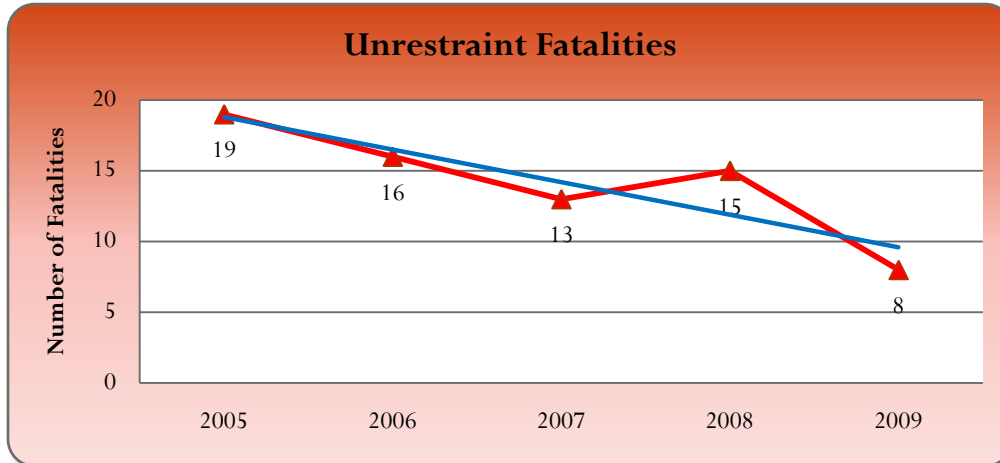
Note: Projected goal for alcohol-related injuries for 2009 was 84.
 Alcohol-impaired driving fatalities are all fatalities in crashes involving a driver or motorcycle operator with a BAC of 0.08 or greater.



The increasing trend suggests the need to undertake a more rigorous analysis

Goal Decrease unrestrained passenger vehicle occupant fatalities in all seating positions by 23 percent from a three-year (2005-2007) weight average of 13 to 10 by December 31, 2012.

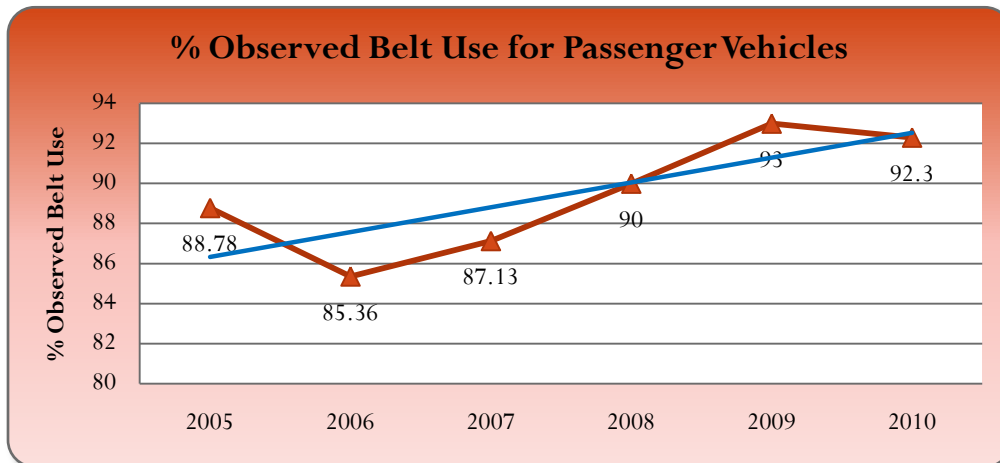
Note: Projected goal for unrestraint fatalities for 2009 was 12.



DC HSO reached and exceeded its 2010 goal

Goal Increase seatbelt usage to 95 percent by 2012.

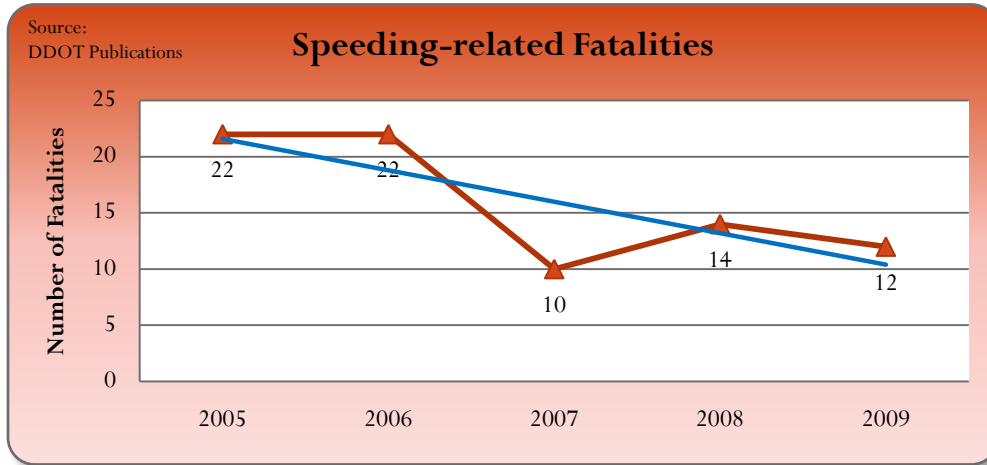
Note: Projected goal for seatbelt usage for 2010 was 93 percent.



DC seatbelt usage continues to be well above the national average of 85 percent

Goal Decrease speeding-related fatalities of 13 percent from a three-year (2006-2008) weight average of 15 to 13 by December 31, 2012.

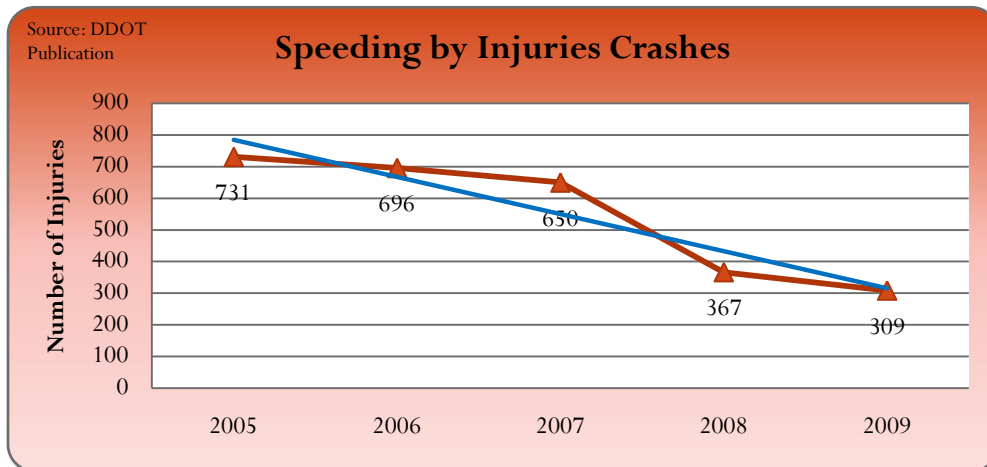
Note: Projected goal for speeding-related fatalities for 2009 was 15.



Speeding-related fatalities have decreased since 2005. The 2010 goal is met and exceeded.

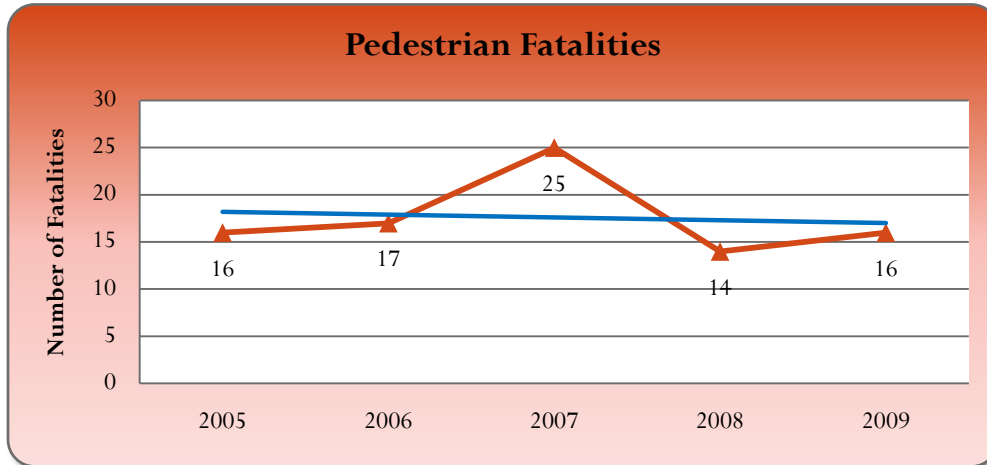
Goal Decrease speeding-related injuries by 8 percent from a three-year (2006-2008) weight average of 571 to 485 by December 31, 2012.

Note: Projected goal for speeding-related injuries for 2009 was 548.



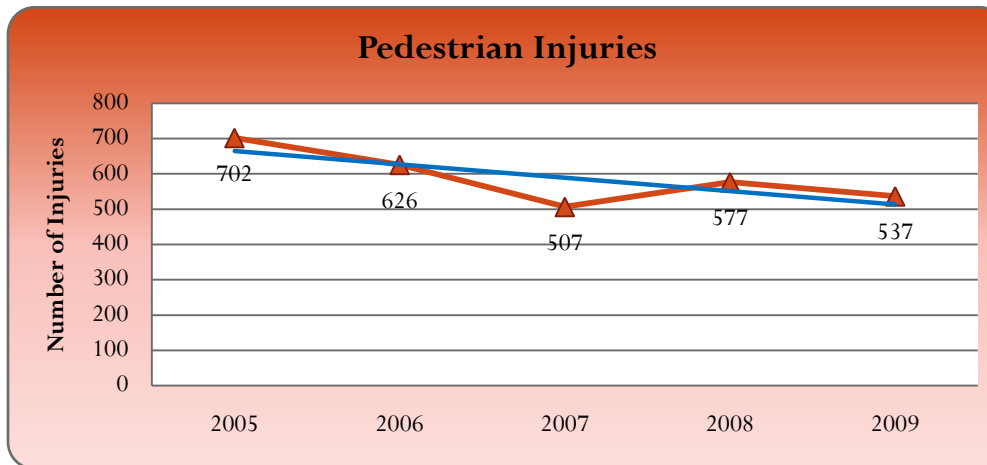
The number of injury crashes has dropped each year. The 2010 goal is met.

Goal Decrease pedestrian-related fatalities by 32 percent from a three-year (2006-2008) weight average of 19 to 13 by December 31, 2012.
 Note: Projected goal for pedestrian-related fatalities for 2009 was 17.



Although the 2010 goal is met, pedestrian fatalities remain high. There is a need to implement a more rigorous approach.

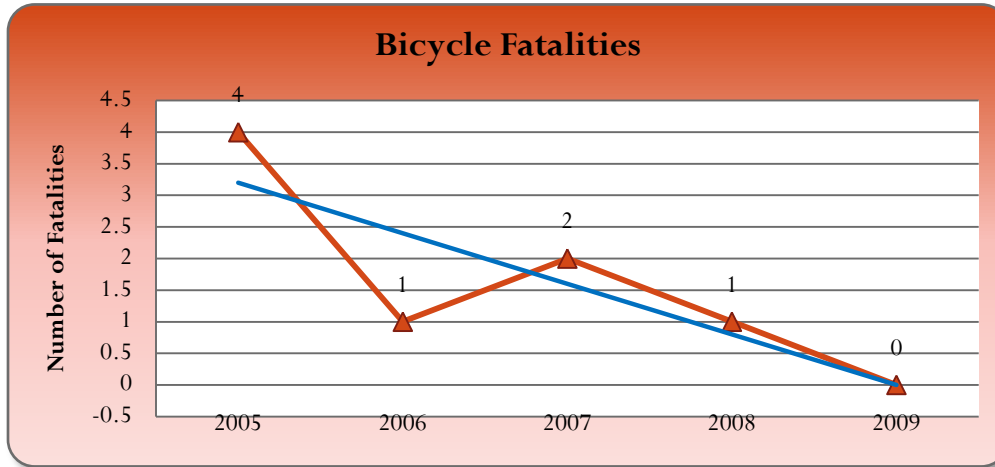
Goal Decrease pedestrian-related injuries by 15 percent from a three-year (2006-2008) weight average of 570 to 484 by December 31, 2012.
 Note: Projected goal for pedestrian-related injuries for 2009 was 547.



The 2010 pedestrian injuries goal is met.

Goal Decrease bicycle-related fatalities by 50 percent from a three-year (2006-2008) weight average of 2 to 1 by December 31, 2012.

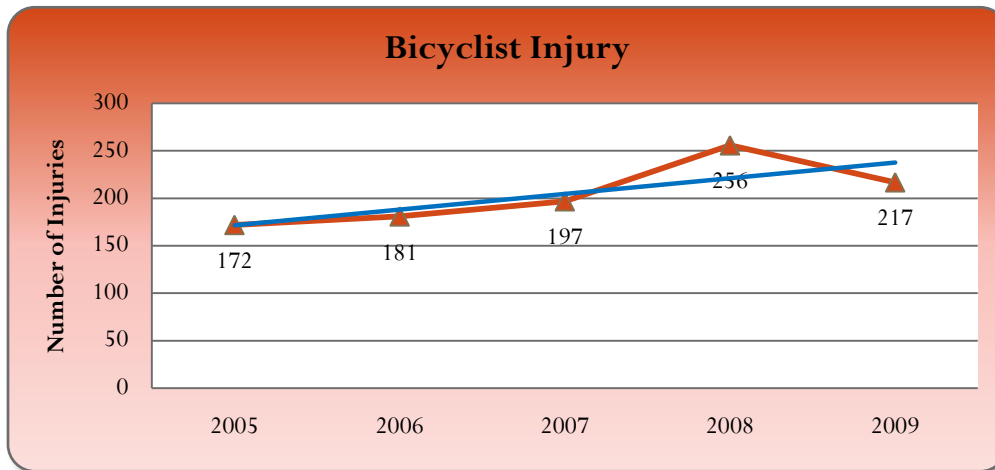
Note: Projected goal for bicycle-related fatalities for 2009 was 3.



The 2010 bicycle fatalities goal was met

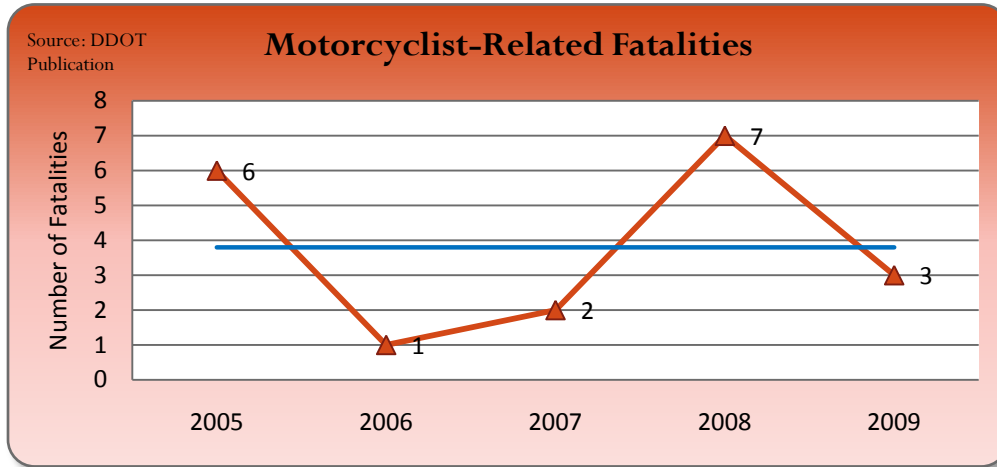
Goal Decrease bicycle-related injuries by 50 percent from a three-year (2006-2008) weight average of 211 to 168 by December 31, 2012.

Note: Projected goal for bicycle-related injuries for 2009 was 181.



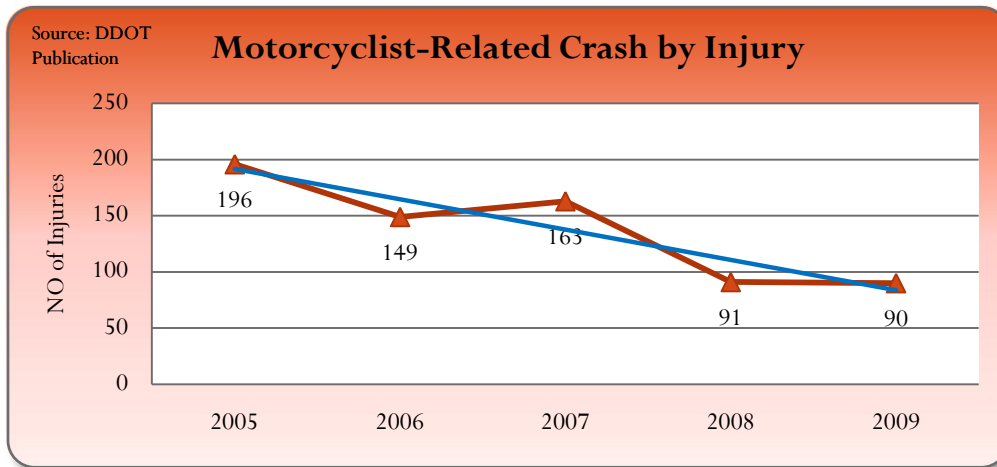
Although bike-related injuries were reduced by 49 from 2008, the goal was not met.

Goal Decrease motorcycle-related fatalities by 33 percent from a three-year (2006-2008) weight average of 3 to 2 by December 31, 2012.
 Note: Projected goal for bicycle-related fatalities for 2009 was 5.



Motorcycle fatalities goal was met

Goal Decrease motorcycle-related injuries by 28 percent from a three-year (2006-2008) weight average of 134 to 96 by December 31, 2012.
 Note: Projected goal for bicycle-related fatalities for 2009 was 124.



Motorcycle injuries goal was met

Program Funding (FY2010)

The District of Columbia Highway Safety Office (HSO) manages/distributes Federal funds through Federal grant funding disbursement to other District agencies, and other organizations. These funds are used in areas identified by the HSO to change driver behavior and reduce vehicle crashes and crash severity.

In addition to the Section 402 program, the FY2010 HSPP included funding from the Safe Accountable Flexible Efficient Transportation Equity Act, A Legacy for Users (SAFETEA-LU). These included:

- Section 405 - J2—Occupant Protection
- Section 406 - K4—Primary Seat Belt Law
- Section 408 - K9—State Traffic Safety Information System Improvement Funds
- Section 2011 - K3—Child Safety and Child Booster Seat Incentive Grants

In FY2010, the following programs were funded:

- Impaired Driving
- Occupant Protection
- Aggressive Driving/Police Traffic Service
- Pedestrian/Bicycle Safety
- Traffic Records
- Planning and Administration
- Roadway Safety
- Safe Communities
- Motorcycle Safety

Tables 2 and 3 provide information on the Federal Aid Allocation and the related Grant Expenditure, respectively.

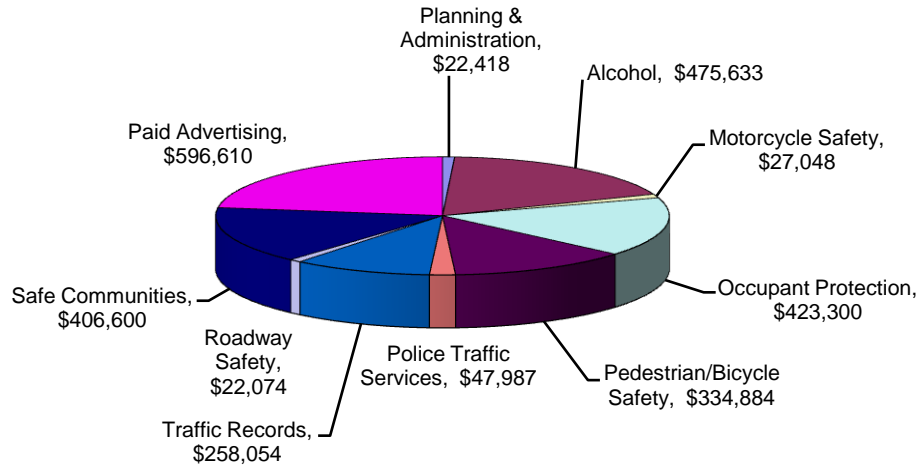
TABLE 2: FEDERAL AID ALLOCATION REPORT

PROGRAM AREA/PROJECT	TOTAL PROJECT AMOUNT ALLOCATED					
	402	405	406	408	410	2011
Funded Program						
Planning & Administration	\$ 94,051					
Alcohol	\$ 618,139					
Motorcycle Safety	\$ 39,545					
Occupant Protection	\$ 99,761					
Pedestrian/Bicycle Safety	\$ 275,793					
Police Traffic Services	\$ 58,057					
Traffic Records	\$ 177,000					
Roadway Safety	\$ 129,598					
Safe Communities	\$ 1,139,577					
Paid Advertising	\$ 565,279					
Total 402 Funds	\$ 3,196,800					
405 Occupant Protection						
OP SAFETEA-LU		\$ 248,560				
Paid Advertising		\$ 100,000				
Total 405 Funds		\$ 348,560				
Planning & Administration			\$ 85,678			
Enforcement			\$ 77,986			
Seat Belt Projects			\$ 45,279			
Safety Belt Paid media			\$ 94,460			
Alcohol			\$ 80,000			
Street Smart			\$ 200,000			
OAG/Alcohol			\$ 62,058			
Total 406 Safety Belt Incentive			\$ 645,461			
Traffic Records				\$ 500,000		
Total 408 Data Program SAFETEA-LU				\$ 500,000		
Alcohol SAFEATEA-LU (carryover)					\$ 578	
Paid Advertising					\$ 150,000	
Alcohol (various)					\$ 822,388,000	
Total 410 SAFETEA-LU					\$ 822,538,578	
Child Seats						\$ 414,136
Total 2011 Child Seat						\$ 414,136
Totals	\$ 3,196,800	\$ 348,560	\$ 645,461	\$ 500,000	\$ 822,538,578	\$ 414,136

TABLE 3: FY2010 GRANT EXPENDITURE

FUNDED PROGRAM	402	405	406	408	2011	TOTAL	PERCENT
Planning & Administration	\$ 22,418					\$ 22,418	0.9%
Alcohol	\$ 404,780		\$ 70,853			\$ 475,633	18.2%
Motorcycle Safety	\$ 27,048					\$ 27,048	1.0%
Occupant Protection	\$ 68,767	\$ 187,373	\$ 123,266		\$ 43,894	\$ 423,300	16.2%
Pedestrian/Bicycle Safety	\$ 134,884		\$ 200,000			\$ 334,884	12.8%
Police Traffic Services	\$ 47,987					\$ 47,987	1.8%
Traffic Records	\$ 56,132			\$ 201,922		\$ 258,054	9.9%
Roadway Safety	\$ 22,074					\$ 22,074	0.8%
Safe Communities	\$ 344,600		\$ 62,000			\$ 406,600	15.6%
Paid Advertising	\$ 565,279		\$ 31,331			\$ 596,610	22.8%
Totals	\$ 1,693,968	\$ 187,373.44	\$ 487,449.84	\$ 201,921.76	\$ 43,893.72	\$ 2,614,607.07	100.00%

FY2010 Highway Safety Grant Expenditures



Program Summaries

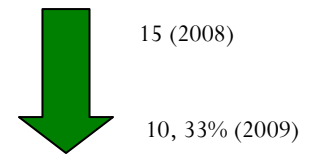
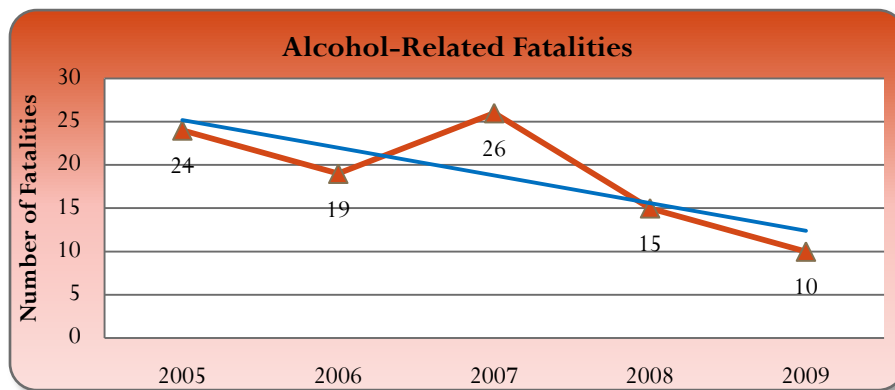
Impaired Driving Program

Alcohol use continues to be a major factor in traffic crashes in the District, particularly for the most serious crashes. In 2009, approximately 65 percent (11,466) of drivers and passengers involved in a crash were recorded as sober driving (or “had not been drinking”), where as approximately 27 percent (4,652) of drivers or passengers were determined as impaired unknown. Overall, only a small fraction of drivers or passengers (208) were reported as driving while intoxicated (DWI) or driving while ability impaired.

Further analysis of the data reveals that more alcohol-related collisions were being violated by male drivers between the ages of 21 and 45 years and were mainly occurring during the night and weekends.

Alcohol-Related Fatalities

In 2009, there were 10 fatal crashes that involved alcohol. In eight of these fatal crashes, the motorist had a BAC of 0.08 or greater. This represents a continued decrease, from 15 in 2008 to 10 alcohol-related fatalities in 2009, a 33 percent decrease. This speaks to the District’s successful efforts to combat drinking and driving.



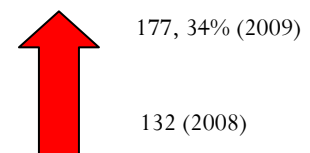
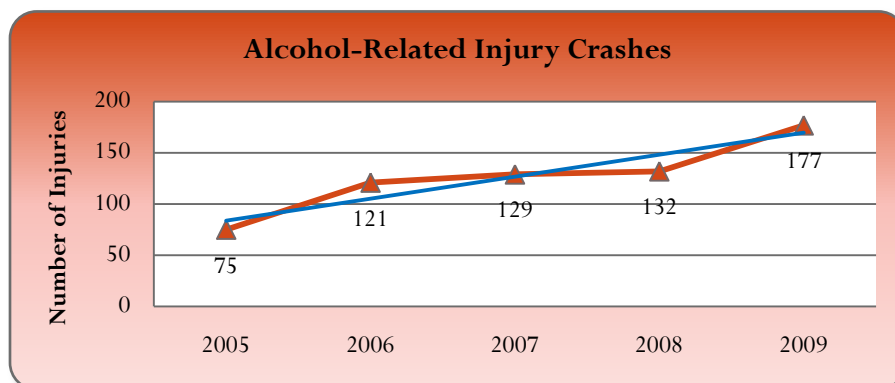
Performance Goals – Fatalities

To decrease alcohol-impaired driving fatalities by 15 percent from a three-year (2006-2008) weight average of 13 to 11 by December 31, 2012.

The 2009 projected goal for alcohol-impaired driving fatalities was 13, which was meet and exceeded.

Alcohol-Related Injuries

In 2009, there was an increase in alcohol-related injuries from 132 in 2008 to 177, a 34 percent increase. While some of this increase can be attributed to the improve crash reporting (electronic) method, the HSO will strive to determine the cause and implement more appropriate and intense programs.



Performance Goals - Injuries

To decrease alcohol-impaired driving injuries by 61 percent from a three-year (2006-2008) weight average of 129 to 49 by December 31, 2012.

The 2009 projected goal for alcohol-impaired driving injuries was 84, which was not met.

Program Accomplishments

The HSO efforts to discourage impaired driving have focused primarily on outreach, enforcement, enhanced prosecution, and adjudication. Special emphasis was placed on enforcing alcohol laws targeting male drivers between the ages of 21 and 35, between 8:00 pm to 4:00 am Friday, Saturday and Sundays. The HSO continues to partner with the Metropolitan Police Department (MPD), Office of the Attorney General (OAG) and Washington Regional Alcohol Program (WRAP)

1. The HSO continued to fund WRAP, which directed the Washington-metropolitan area's ninth-annual **Checkpoint Strikeforce Campaign**. This is a Mid-Atlantic States research-based, zero-tolerance initiative designed to catch and arrest drunk drivers through sobriety checkpoints and to educate the public about the dangers and consequences of drunk driving.

A Checkpoint Strikeforce event was held on October 28, 2010 at Hains Point in Washington DC. The campaign successfully conducted a live drinking demonstration involving two individuals who consumed alcohol under close police supervision and submitted to periodic preliminary breath tests (PBTs) and standard field sobriety tests (SFSTs) in the presence of media to show the actual effects of alcohol in real time.

Each participant signed a U.S. Park Police (USPP) consent form and was given a battery of health evaluations by a certified USPP paramedic prior to consuming any alcohol. Once cleared, each began imbibing the alcohol of choice at a relaxed but consistent pace over a four-hour period. PBTs and SFSTs were given at the midway point, to ensure safe consumption levels, and at the end of the designated drinking period to determine their overall level of intoxication.

Both participants failed their PBT and SFST each time they were given, each blowing a .10 blood alcohol content (BAC) at the midway point (above the legal limit of .08 BAC) and failing to correctly follow the instructions of the SFST. The second and final time each test was administered, both participants failed in a much more obvious fashion—blowing a .17 BAC and a .18 BAC respectively and being unable to even complete the SFST.

Most poignantly, both participants claimed they were sober enough to drive before undergoing – and failing – both sets of PBTs and SFSTs. The two participants were shocked to learn that both times they were over the legal limit of alcohol consumption and could therefore be arrested if caught driving.



The event also included a driving component in which reporters were invited to navigate a dual-controlled vehicle, provided by the local driving instruction program [I Drive Smart](#), through a coned course while wearing goggles that simulate a .17 BAC. A reporter from WAMU volunteered to serve as our driving subject and found out firsthand that making basic maneuvers, such as backing up and parallel parking, are impossible to perform flawlessly while impaired, even at speeds of less than 15 miles per hour.

The maximum safety precautions were taken throughout the entire process, in addition to adhering to strict NHTSA protocols for drinking demonstrations. To date, this was the first time that D.C. market media have been granted full access to such a sensitive exercise, and this event allowed them to witness both the consumption of alcohol by civilians and the standard testing mechanisms used by police to determine impairment.

Coverage Highlights:

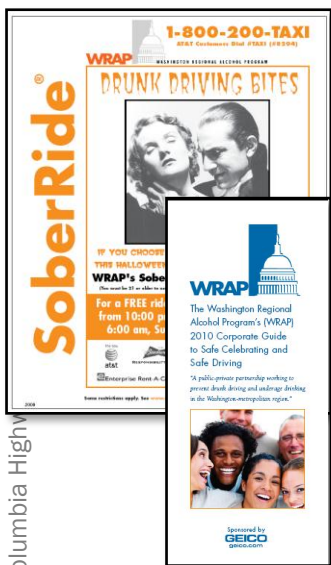
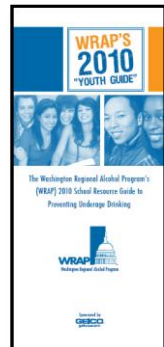
- Estimated Audience Impression²: 2,156,783
- Broadcast Coverage: 14 total hits reaching an estimated audience of 390,431 viewers
 - Media coverage on all five local Washington, D.C. affiliates: ABC-7, CBS-9, FOX-5, NBC-4 and News Channel 8
- Print and Online Coverage: Six total hits reaching an estimated audience of 1,594,352 readers.
 - Three separate stories featured on The Washington Post’s website, as well as a segment in Dr. Gridlock’s Tips in the Sunday print edition, which boosts the highest readership
- Radio Coverage: Interviews on WAMU-FM and WTOP-FM reached an estimated audience of 172,000 listeners.
- Estimated broadcast message value: \$39,295



2. WRAP continued its efforts in the District through with implementation of a **Youth and Adult Outreach and Public Education** to reduce alcohol-related injuries and fatalities.

Accomplishments for FY2010 included:

- Reaching over 8,500 students through WRAP’s Alcohol for Students Awareness program. By presenting and distributing online and printed materials to all the District’s high schools.



- WRAP’s SoberRide program – providing free cab rides to would-be drunk drivers from Greater Washington’s roadways. SoberRide operates on Halloween, December/January holiday season, St Patrick’s Day and Independence Day. This campaign has provided over 4,600 free cab rides to local residents age 21 and older who would otherwise attempted to drive home after drinking. More than 300,000 flyers and cards were distributed for the campaigns.

- WRAP’s 2010 Corporate Guide was posted on-line and distributed to recipients of WRAP’s SoberRide materials database.

- On December 11, 2009 twelve Washington-metropolitan area police officers were cited for their “outstanding commitment in the fight against drunk driving in Greater Washington” and were presented with the “Law Enforcement Awards of Excellence for Impaired Driving Prevention”. Officer Rodriguez from MPD was one of the 2009 Law Enforcement Award.



District of Columbia Highw

² Impressions are the total number of times a message was heard or seen in a given schedule.

3. Through the District's Office of the Attorney General (OAG), an experienced attorney serves as the District's Driving Under the Influence (DUI) Prosecutor. The DUI Prosecutor goal is to assist the District with ongoing efforts to improve DWI and DUI prosecution in the District.

In FY2010, the DUI Prosecutor handled over 200 cases. Of these cases, approximately 40 percent involved repeat offenders. The DUI Prosecutor continues to provide technical assistance and legal research to prosecutors on DWI-related issues and serves as a liaison between prosecutors, DDOT, and MPD. The DUI Prosecutor has tried five jury trials and fourteen bench trials.

Numerous motions, memorandum, and other responses/requests (~ 50) were filed including

- Motions (including response to)
 - Eleven responses to motions to suppress
 - Response to motion in limine to exclude the breath test
 - Response to motion in limine to determine mens rea of unregistered vehicle
 - Five notice of filings of additional informations and motions for joinder of informations
 - Motion to reconsider requiring the government to provide additional discovery and the SFST instructor manuals and CMI Intoxilyzer 5000 manuals to defense
 - Opposition to defendant's motion to compel production of Brady material – pertaining to officers and Lewis information
 - Opposition to defendant's motion to compel – concerning Brady material surrounding the intoxilizer investigation conducted by the MPD (plus a supplemental response)
 - Nine motions to reduce the defendant's sentence
 - Supplemental motion to consider - no duty to collect evidence
 - Three motions to compel discovery or in the alternative exclude expert testimony
 - Opposition motion to exclude the toxicologist's testimony (plus a supplemental response)
 - Opposition to motion to strike repeat papers
 - Government's motion to reconsider court's illegal sentence (two motions)
 - Motion to reconsider copyrighted manuals
 - Motion to quash defendant's subpoena
- Memorandum
 - Government's memorandum to vacate defendant's conviction for OAS
 - Government's memorandum in opposition to defendant's motion to dismiss based on affirmative defense involuntary intoxication
 - Two government's memorandum in opposition to dismiss based on speed trial grounds
 - Government's reply to response of amicus public defenders service to District's opposition (plus a supplemental response)
- Training – The DUI and Traffic Safety Resource Prosecutor (TSRP) conducted over 19 training sessions that included:
 - November 16, 2009 and February 19, 2010 – training on courtroom testimony tips (included a direct examination with a technician as the witness, for the class to observe and ask questions.
 - January 21, 2010 - training for two AAGs on the DUI Basics.
 - On January 22, 2010 - training for six new AAGs on how to prepare DUI cases. Also discussed discovery issues and how try a DUI case.
 - On February 24, May 04, and May 19, 2010 - two different trainings for USPP on courtroom testimony tips. Included a direct examination of an officer (who was attending training to be an Intoximeter breath test operator) for the class to observe and ask questions.

- March 10, 2010 - training on courtroom testimony tips. Conducted a mock trial for the officers (on the SFSTs). Ms. Stoebner was the Judge. Ms Luongo conducted a direct examination of two officers and Ms. O'Connor conducted the cross-examination.
- April 22 and April 23, 2010 - training for new AAGs on how to prepare DUI cases. Discussed discovery issues and how try a DUI case.
- August 26, 2010 - training for several new AAGs on how to prepare DUI cases. Discussed discovery issues and how try a DUI case.
- On September 3, 2010 - training for one AAG on how to prepare DUI cases. Ms. O'Connor discussed discovery issues and how try a DUI case.
- On September 8, 2010 - training for several AAGs on how to paper a DUI case.

4. Through the District's OAG, an experienced attorney serves as the **District's TRSP**. The TRSP program provides training and assistance in developing programs and creating legislation to improve prosecution and enforcement of impaired driving and traffic safety laws.

Two experienced attorneys serve as the TSRPs for the District of Columbia. These attorneys share a full-time position and provide training and assistance to prosecutors and law enforcement officers. They act as a liaison between the OAG and various government agencies involved in traffic safety. The TSRPs also provide assistance in promoting new legislation for impaired driving offenses, advise supervisory attorneys regarding matters of traffic safety, and maintain the discovery documents for impaired driving cases.

- DUI Enforcement meetings – In FY 2010, the TSRPs facilitated six DUI Enforcement meetings. These meetings consisted of a roundtable discussion between law enforcement agencies including the MPD, the United States Capitol Police (USCP), USPP and the United States Secret Service Uniform Division (USSS-UD). DUI Enforcement meetings provided an opportunity for these agencies to share resources and to discuss current issues regarding impaired driving in the District.
- Drug Recognition Expert meetings – In addition to the DUI Enforcement meeting, the TSRPs facilitated three Drug Recognition Expert (DRE) meetings, which provided an opportunity for the District's DREs to exchange information and share challenges they face in DRE enforcement with the TRSP. The TSRPs also regularly attended the Traffic Records Committee Meetings (TRCC). The TSRPs have participated in meetings regarding the LEADRS software. In December 2009, the TRSP participated in a two-day planning session regarding LEADRS.
- Training – The TSRPs provided training concerning a variety of traffic safety topics to law enforcement and prosecutors in FY 2010. In FY 2010, the TSRPs provided eleven presentations to law enforcement agencies (MPD, USCP, and USPP) regarding how to testify in impaired driving cases. One of these sessions included a moot court in which officers were subjected to direct and cross examination in order to practice their courtroom skills. All sessions included a PowerPoint presentation and a mock direct examination. The TSRPs provided three presentations to MPD recruits regarding papering and intake procedures for OAG cases. In addition to law enforcement training, the TSRPs provided numerous training sessions to OAG prosecutors including two presentations on arraignments and detention hearings, one session regarding how to paper a DUI case, one session on plea guidelines, one session regarding basic DUI law, and one session regarding practical tips for prosecuting DUIs. The TSRPs also provided a presentation to the defense bar regarding OAG practices and procedures in misdemeanor and traffic cases. In order to facilitate the various training sessions, the TSRPs created several PowerPoint presentations. These presentations included: "Testimony Tips," "OAG, What We Prosecute," "Preparation of the Prosecution File," "Use of LIDAR Evidence at Trial," "Basic DUI," "DUI Practical Tips," "Arraignment and Detention Hearings," and, "Expert Witnesses." The TSRPs began developing a power point presentation regarding Report Writing for Police

Officers. The TSRPs hope to begin presentations regarding report writing during FY 2011. MPD and USPP have expressed interest in receiving presentations on tips for writing an impaired-driving police report.

- **Coordination** – The TSRPs coordinated with law enforcement agencies and the National Traffic Law Center of the National District Attorneys Association to provide presentations and training to the OAG prosecutors. These trainings included “DUI Training Day” on December 3, 2009. As part of this training, prosecutors received presentations on Standardized Field Sobriety Tests (provided by MPD), breath testing procedures (provided by the US Capitol Police), Drug Recognition Experts (provided by MPD), and expert witness testimony (provided by attorney Mark Neil of the National Traffic Law Center). In March 2010, the TSRPs coordinated training by NDAA regarding Prosecuting a DUI and Setting the Scene in Trial. In September 2010, the TSRPs organized a second “DUI Training Day.” This training session included presentations regarding the Major Crash Unit of MPD, Standardized Field Sobriety Tests (presented by USCP), breath test procedures (USCP), and Drug Recognition Experts (DRE).
- **Research** – The TSRPs conducted legal research on a variety of topics related to traffic safety. The TSRPs prepared a summary and advised prosecutors regarding the changes to the impaired driving laws in the District under the 2009 Omnibus Act. They also researched and drafted sample legislation regarding a proposed sentencing enhancement for individuals charged with operating a vehicle under the influence of PCP. The TSRPs assisted with the NHTSA Digest Project which involved checking statutory citations for accuracy regarding the District’s impaired driving law.
- **Day-to-day legal support** – On a daily basis, the TSRPs provide support and act as a resource to trial prosecutors. They organize and maintain the discovery documents for impaired driving cases including breath test documents, police training manuals, and toxicology documents. The TSRPs assist prosecutors in securing documents necessary for trial. In FY 2011, the TSRPs will be creating a new organizational system for the discovery documents. The TSRPs also act as screeners for new DUI cases. As screeners, the TSRPs review and analyze cases for legal sufficiency. They also meet with officers from USCP and USPP to process new impaired-driving cases. By participating in the screening process, the TSRPs are able to clearly identify issues in these cases and can incorporate these issues into future trainings with police agencies. The TSRPs provide support in the courtroom for prosecutors and observe court proceedings to identify problem areas. TSRPs second seat prosecutors in court matters. TSRPs also assist prosecutors drafting appropriate plea offers in impaired-driving cases.

The TSRPs provide assistance and support to supervisory attorneys and provide advisory opinions regarding a wide range of impaired driving issues. Specifically, the TSRPs have worked closely with their supervisors in order to create a model breath program in the District. The TSRPs meet monthly with supervisors and other members of the DUI Team in order to provide updates and identify newly emergent issues.

- **LEADRS** – The TRSP, together with MPD and DDOT, is leading development of the Law Enforcement Advanced DUI/DWI Reporting System (LEADRS) for the District. This included meeting with police agencies such as the US Park Police, US Secret Service, US Capitol Police, and the MPD to discuss strategy to implement the LEADRS program once it is in effect. The purpose of the LEADRS program is to condense and combine police paperwork from the four main police agencies and to create a database for all the DUI paperwork that each agency will be able to access. LEADRS will be rolled out in Spring 2011.

5. In February 2010, the HSO assisted MPD in providing support to their Chemical Testing Program. The program objectives included:

- Transition from the Intoxilyzer 5000 to Intoximeters EC/IR-II
- Adaptation of Intoxilyzer Breath Testing Protocols to the EC/IR-II Operating System
- Preparation of EC/IR-II Training Materials
- Train Officers in the Use of the EC/IR-II Instrument
- Certification, Repair, and Maintenance of the EC/IR-II
- Establishment of a Regular SFST/DWI Detection Training Program
- Identification and Training of MPD Officers Capable of Managing the Program

Results:

- Training officers to use the EC/IR-II instruments
- Digitization of instrument records
- Protocols for testing, certifying, and repairing the EC/IR-II instruments were implemented and reporting formats developed.
- SFST/ DWI Detection training - 52 MPD officers and 8 military personnel have been trained.

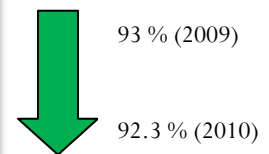
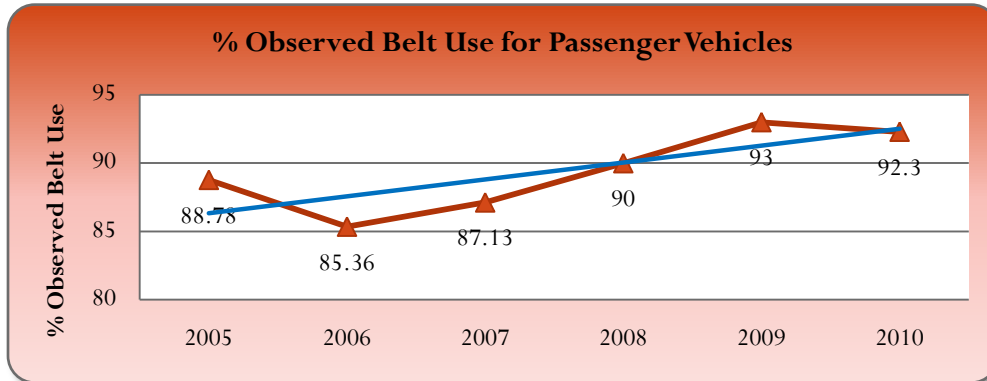
Occupant Protection Program

One of the most effective protections against a motor vehicle fatality and mitigating factor in the severity of a traffic crashes is proper installation and consistent use of seat belts and child-restraint systems. The District has one of the most comprehensive seat belt laws in the nation and has maintained its 90 percent or higher rating since 2008.



Observed Belt Usage

In 2010 the District observed seat belt use was 92.3 percent, well above the national average of 85 percent.



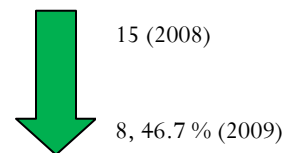
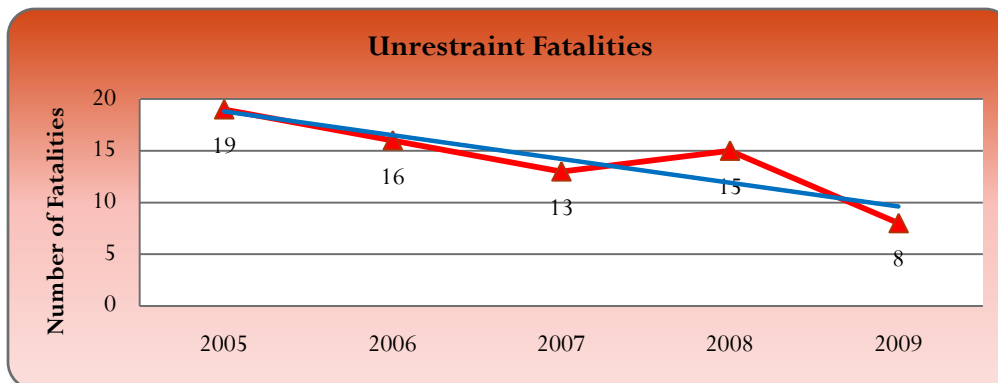
Performance Goals – Belt Usage

To increase seatbelt usage to 95 percent by 2012.

The 2009 projected goal for seatbelt usage was 91.7 percent, which was met and exceeded.

Unrestrained Fatalities

According to District’s crash data, approximately 49 percent (11,729) of drivers or passengers involved in crashes used their seat belts in 2009. Approximately 47 percent (11,450) of drivers or passengers involved in crashes were reported with unknown seat belt usage. Only a small fraction (or approximately 2 percent) of drivers or passengers were reported with seat belt not installed or fastened.



Performance Goal – Unrestraint Fatalities

To decrease unrestrained passenger vehicle occupant fatalities in all seating positions by 23 percent from a three-year (2005-2007) weight average of 13 to 10 by December 31, 2012.

The projected goal for 2009 was 12; the goal was met.

Program Accomplishments

The HSO efforts for increasing seat belt uses were mainly focused on outreach, education, enforcement and assisting low-income families with child-safety seats. The following programming initiatives were used to reach our occupant protection goal in FY 2010.



1. On May 19, 2010, the District of Columbia launched the annual **Click it or Ticket (CIOT) Campaign** with a press conference emphasizing the importance of seat belt compliance, particularly during night-time hours. It was also stressed at the campaign that even though the District is well above the national average, seat belt usage at night, should remain a priority because the majority of traffic fatalities continue to occur at night. This year's campaign reinforced the message that law enforcement is strictly enforcing DC's seat belt laws. Unlike many other states, DC law allows police to stop a vehicle solely because its driver and/or passengers are not properly buckled up.

The event and checkpoint garnered widespread media coverage, generating more than 1.7 million impressions throughout the Washington metropolitan area.

The media coverage highlights are as follows:

- Estimated audience of 2,007,553 people across the region, specifically:
 - Two print and online articles reaching an estimated 1,273,000 readers.
 - 14 television stories reaching at least 734,553 area viewers.
 - One radio story reaching at least 119,300 area listeners.
 - Broadcast, radio and print/online coverage with publicity value of \$41,072.
- Coverage by all four local broadcast outlets: NBC-4, Fox-5, ABC-7 and CBS-9.
- WAMU attendance at the press conference and coverage of the event.
- A print and online brief in The Washington Post.



FY 2010, enforcement results of the CIOT included:

Enforcement Action	Number
Safety Belt Citations	1,114
Child Safety Citations	47
Speeding Citations	10
Suspended Licenses	2
Uninsured Motorists	464
No Permit/Other	28

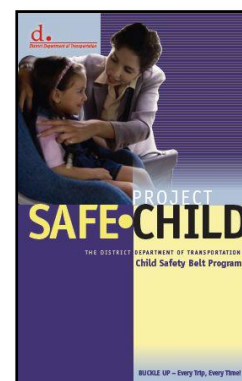
Enforcement consisted of overtime directed patrols and two MPD coordinated CIOT Checkpoints with Prince Georges County PD. The PGPD wrote 82 NOI's of which 67 were seatbelt infractions. A total of 12 officers and 1 official and approximately 587.5 hours of overtime at one checkpoint location.

Overall, the DC MPD conducted 587.5 hours in overtime at one seatbelt checkpoint location.

2. The **2010 Seatbelt Usage Survey**, conducted by the University of the District of Columbia, found a 92.3 percent seatbelt compliance rate. The District continues to maintain its high seat belt usage, which is an 8.6 percent increase above the national average (85 percent). The District is one of seventeen States that achieved 90 percent usage rate or higher in 2009.
3. Associates for Renewal in Education, Inc (ARE) continued its programs to assist the HSO in **Teen Highway Safety**. The program's primary focus is to educate and demonstrate to youth and teenagers the importance of seat belt use. ARE revised its Teen Highway Safety curriculum, expanding on the dangers of cell phone use and text messaging while driving and passenger seat belt safety.

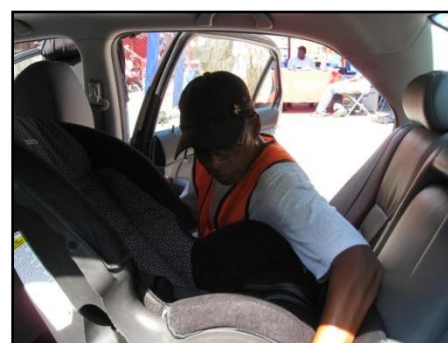
The following are accomplishments for FY 2010:

- Updated Curriculum by reorganizing information and the activities and also adding more Distracted Driving information; slightly shifted focus to highlight new statistics and laws surrounding cell phone use and texting while driving.
 - September 24, 2010- Safety Coordinator conducted a safety workshop and provided safety information for about 40 homeless parents at a Back-to-School Parent Meeting at Bright Beginnings.
 - ARE ran a Back-to-School/Homecoming Safe Driving Campaign on WPGC 95.5 from September 12 to 25, 2010. This campaign resulted in 408 people taking the Safe Driver Pledge.
 - Over the past year, 805 people have taken the electronic version of the Teen Highway Safe Driving Pledge.
4. The DC Child Passenger Safety (CPS) Coordinator is responsible for the management of PROJECT SAFE-CHILD. The purpose of this program is to provide DC residents infant, toddler, and booster seats, at a reduce rate, information, and educational materials on properly buckling in children.



The following are accomplishments for FY 2010:

- Conducted over 40 Child Passenger Safety 2-hour workshops. Classes were held at Health Centers, Hospitals, Daycare facilities, Senior High Schools, Public Charter Schools, Neighborhood Community Centers, Multi-Cultural Centers, Recreation Centers, and Child and Family Service Staff. Participants received information on the "Importance of having a child in a Child Restraint Seat".
- One 4-day course was taught through combination of lecturers, discussions of new issues, role playing and hands-on practice with both child safety seats and vehicle belt systems. The District has 50 certified technicians; staff at DDOT, MPD, Fire and EMS and US Capitol Police.
- Over 1,024 seats were provided at low cost to the District's low-income families at the nine purchasing locations – Frank D. Reeves Center, Children's Hospital, Adams Morgan Clinic, Georgetown Hospital, George Washington Hospital, Providence Hospital, Mary's Center, Washington Hospital Center, and Howard University.
- Over 2,000 child restraint seats were properly installed to the residents of the District and visitors at the 12-child safety seat fitting stations; 2nd, 4th, and 7th District Police Stations, MPD Traffic Division, Frank Reeves Center, Motor Vehicle Inspection Station, Fire Department Fitting Station Engine #24 and #33, Fore Department at Vermont Avenue, NW United Planning Organization, Anacostia Service Center, and Providence Hospital.



- CPS coordinator, together with DC Fire and EMS Department participated in 22 events, such as Family First Expo, Centro Nia, White House Communications Agency briefing, Kidz in Motion Conference, DC's Children Trust Fund, National EMSC Day at Children's Hospital and DC Safe Kids Committee Meeting Injury prevention.
- Child Passenger Safety Week 2010 events were held at the following locations: Fire Chief Office, Fire & EMS 8, DMV inspection station, THEARC, DOT Headquarters, MPD Traffic Division and Associates for Renewal Education. Information booth distributing safety materials and car seats were properly installed. The Before and After visual below illustrate how kids are unsafely strapped in an infant carrier when they should be in a convertible child safety seat.



Before



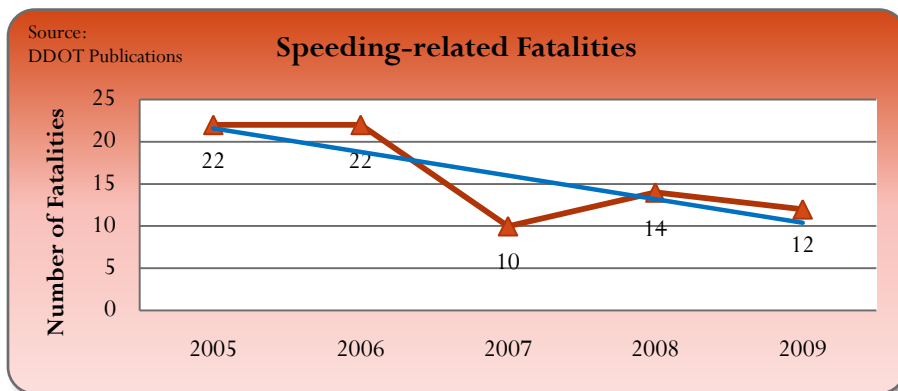
After

Aggressive Driving Program

Aggressive driving is characterized by violations such as speeding, tailgating, unsafe lane changes, and running both red lights and STOP signs. Speeding is always a major contributing factor in high-severity crashes. In 2009, 4.8 percent (815) of total collisions in DC were speed-violation related, which resulted in 21.1 percent of total fatalities and 11.5 percent of disabling injuries. The data further revealed that male drivers between the ages of 16 and 40 were most likely to be involved in a speeding-related crash than any other age group.

Speeding-Related Fatalities

In 2009 speeding was the second leading cause of traffic fatalities. However there was a 14 percent decrease in fatalities from 14 in 2008 to 12 in 2009.



14 (2008)
 ↓
 12, 14% (2009)

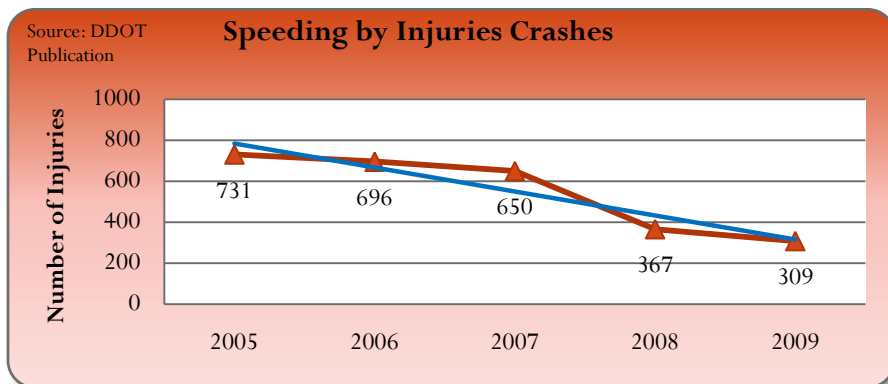
Performance Goals - Fatalities

To decrease speeding-related fatalities of 13 percent from a three-year (2006-2008) weight average of 15 to 13 by December 31, 2012.

The 2009 projected goal for speeding-related fatalities was 15, which was met and exceeded.

Speeding-Related Injuries

In 2009, there was a 16 percent decrease in speeding-related injuries, from 367 in 2008 to 309 in 2009.



367 (2008)
 ↓
 309, 16% (2009)

Performance Goals - Injuries

To decrease speeding-related injuries by 8 percent from a three-year (2006-2008) weight average of 571 to 485 by December 31, 2012.

The 2009 projected goal for speeding-related injuries was 548, which was met and exceeded.

Program Accomplishments

The HSO coordinated the following programming initiatives in an effort to reach and achieve targeted aggressive driving prevention goals for FY 2010:

1. The District, in conjunction with Virginia, Maryland, and Pennsylvania, participated in the **2010 Smooth Operator Program**. This is a regional program that responds to the public concern regarding aggressive driving through news media efforts, public education and awareness campaigns, and increased law enforcement and engineering activities. The campaign is aimed at 18- to 25-year-old high-risk males. The educational theme of the campaign emphasizes “Speeding IS Aggressive Driving and It STOPS HERE”.

The campaign began June 6, 2010, and continued through to September 2010, with special emphasis during the law enforcement waves:

- May 30 – June 12, 2010
- July 4 – 10, 2010
- August 1 – 7, 2010
- September 5 – 18, 2010

Law Enforcement – The results for the 2010 campaign showed that over the four enforcement waves, a total of 508,119 citations and warnings were issued – the most citations in the Smooth Operator history since it began in 1997.

Radio Advertising – Radio spots were developed and ran on seven stations in Washington and DC metro area. Spots ran from the end of May through September and were concentrated during law enforcement wave periods. Spots were produced in English and Spanish, in 30-, 15- and 10-second long versions. In the Washington, DC metro area 1,074 spots ran for 4,074,000 total impressions on listeners.

Cable TV – The cable television media buy consisted of: 30 spots purchased on prime programs and in network prime-time rotations that targeted high-risk segment drivers. In Washington and DC metro area, 284 spots ran for 2,600,000 total impressions on viewers.

Out of Home Media – Targeted media was used to reach the audience in outdoor and transit messages delivered “on the road” to drivers. Messages were placed on bus back-tailight displays, other signs within regional bus fleets, as well as outdoor boards.



Internet Messages – Internet advertising was employed on the web home pages of eight radio stations, and traffic was directed to the smoothoperatorprogram.com. In Washington, homepage “takeovers” were used on September 15. Ads over four 1-week periods in the summer on WTOP.com resulted in 611,602 impressions.

Law Enforcement Outreach – In 2010, an e-newsletter for law enforcement was sent before each enforcement wave, to the agencies involved in the effort. It contained campaign updates and information about messaging, campaign dates, Public Relations events and the various police interviews that aired on local media stations.

www.SMOOTHOPERATORPROGRAM.COM – This site primarily offers information for the campaign, and delivers a variety of information about the program, the issue, recent news and more. The site also offers some tools for use in combating aggressive drivers, including information on how to report an aggressive driver.

Collateral Materials – Smooth Operator maintains and distributes a series of brochures for area transportation and law enforcement officials. Materials are distributed to the department of motor vehicles offices, law enforcement agencies, and other public locations.



Public Relations – In 2010 two press release events in Baltimore and Washington, DC and a law enforcement luncheon resulted in a variety of media coverage.

On July 8, 2010, the Smooth Operator campaign conducted an explicit demonstration on the dangers of speeders outside of Orioles Park in Baltimore. The demonstration featured “Bobby”, a lifelike model of a 10-year old boy attempting to cross the street and being struck by vehicles travelling at speeds of 25, 35 and 40 mile per hour.



Media coverage for this event reached an estimated nearly one million people:

- Eight print and online stories reached at least 630,646 readers.
- Nine television stories reached at least 353,674 viewers.
- Coverage by three of the four broadcast outlets in Baltimore: NBC-11, ABC-2 and FOX-45.
- Coverage by two of the four broadcast outlets in Washington, DC: CBS-9 and ABC-7.

- Two print stories in The Baltimore Sun by Getting There columnist, Michael Dresser, plus video footage of the demonstration posted on The Baltimore Sun’s website.

Total value of the publicity to the campaign is estimated to be \$58,317.

The 2010 Smooth Operator finale was held on September 16, 2010. The campaign involved a multijurisdictional law enforcement campaign to launch an all-day border-to-border effort to combat aggressive driving. The event was held at U.S. Park Police headquarters in Anacostia Park in Washington, DC.

Media coverage reaching more than 2.7 million people in a variety of area media outlets, including:

- Seven print and online stories reaching at least 1,467,768 readers.
- Six television stories reaching at least 327,872 area viewers.
- Radio interviews with WTOP and WAMU reaching 952,900 area listeners.
- Broadcast coverage coverage by NBC-4 and NewsChannel 8.
- One print story in The *Washington Post* by transportation columnist Ashley Halsey with an accompanying story online, and an additional online *Washington Post* story by Robert Thomson (Dr. Gridlock) for his transportation blog.



Total value of the publicity to the campaign is estimated to be \$88,841.



On September 30, 2010, a luncheon was held for area law enforcement agencies and partners at Martin’s Crosswinds in Greenbelt, MD. Approximately 290 officers, law enforcement leaders, legislators and organization heads attended the event and more than 200 law enforcement officers were awarded various honors for their work over the past year.

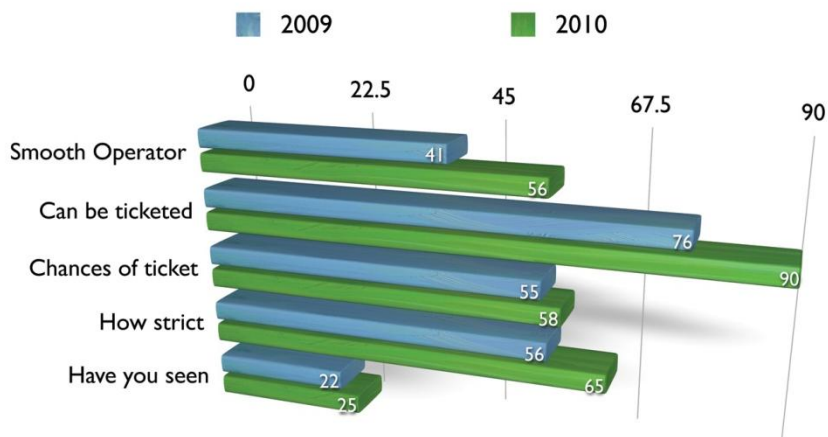
Research Components – In 2010, Smooth Operator conducted two Internet-based surveys to evaluate campaign activities in May and September, before and after the campaign. Targeted demographics of 18 to 34 year olds were questioned on their recall, behavior and attitudes about aggressive driving and the Smooth Operator campaign.

Research highlights included these findings:

- The campaign appears to succeed in communicating the Smooth Operator Message.
- Awareness of all messages generally went up over the course of the campaign, indicating sustained brand awareness.
- Campaign awareness of radio messages was 55% and TV messages were 48%.
- The 2010 change in creative proved effective in raising awareness of enforcement activities in 2009.
- 87% of drivers consider texting while by driving to be the most dangerous driving behavior.
- The two most dangerous behaviors cited by drivers were aggressive driving (80%) and drunk driving behavior (77%).

MEASUREMENT OF AWARENESS & BELIEFS – 2009-2010

Evaluation Highlights

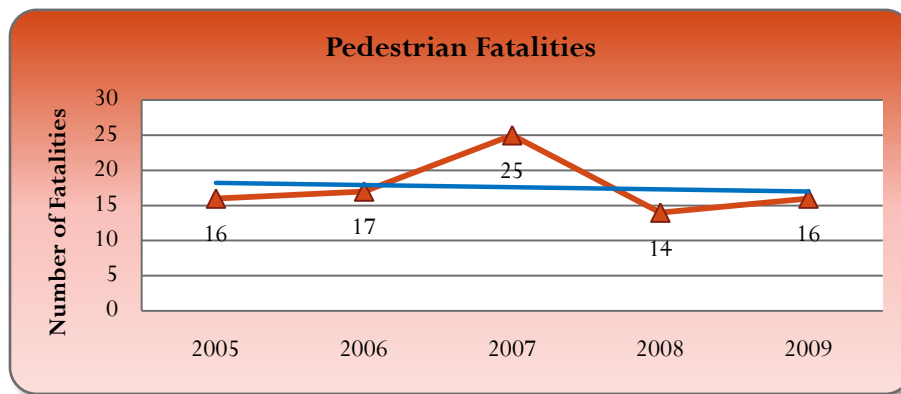


Pedestrian and Bicycle Safety Program

Pedestrian and bicycle safety remains a top priorities for safety planners in the District. As the Nation's Capitol, the city is the eighth most popular tourist attraction in the country. Additionally, DC has the country's third worst traffic congestion. These factors, combined with the high numbers of pedestrians and bicyclists traveling to work, school, or other locations, make this group particularly vulnerable.

Pedestrian- Related Fatalities

In 2009, pedestrians were the leading factor in the number of fatalities in the District; 16 traffic-related fatalities (48 percent) involved a pedestrian. This represents an increase compared to 2008, from 14 to 16 in 2009 (14 percent) involved a pedestrian.



↑
16, 14% (2009)
14 (2008)

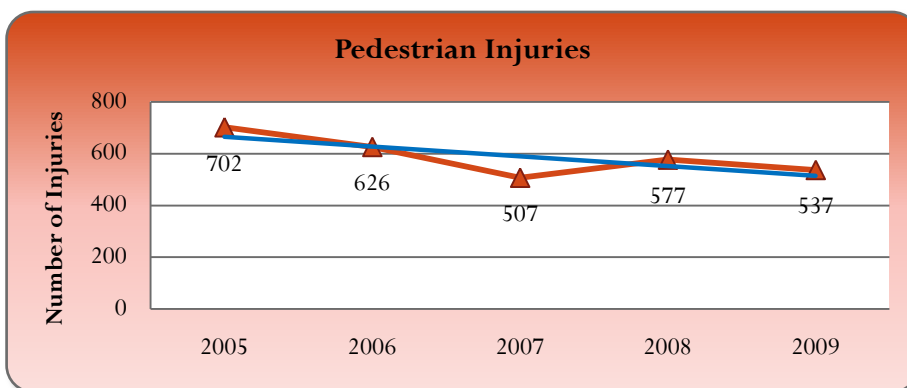
Performance Goals – Pedestrian Fatalities

To decrease pedestrian-related fatalities by 32 percent from a three-year (2006-2008) weight average of 19 to 13 by December 31, 2012.

The 2009 projected goal for pedestrian-related fatalities for 2009 was 17; the HSO goal was met, however, a review and monitoring of this program will be evaluated for effectiveness.

Pedestrian-Related Injuries

In 2009, there were 537 pedestrian-related injuries, a 6.9 percent decrease from 2008 (577).



↓
577 (2008)
537, 6.7% (2009)

Performance Goals – Pedestrian Injuries

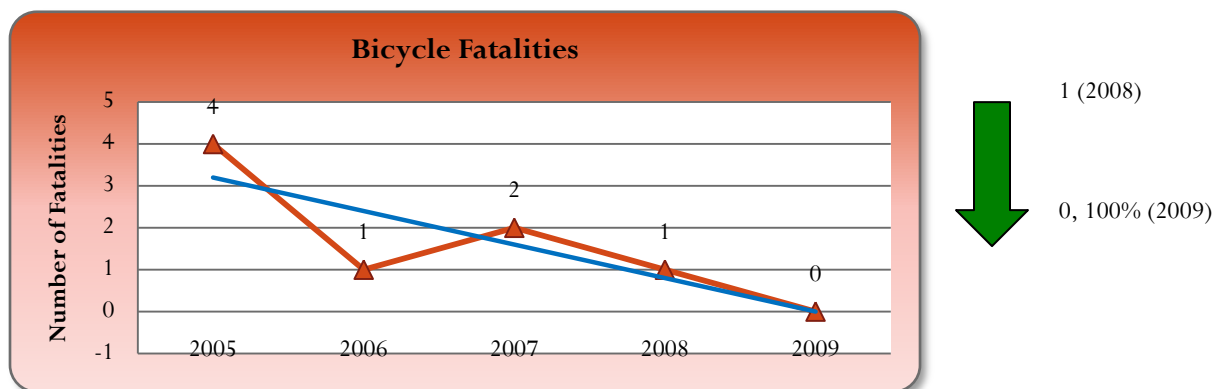
To decrease pedestrian-related injuries by 15 percent from a three-year (2006-2008) weight average of 570 to 484 by December 31, 2012.

The 2009 projected goal for pedestrian-related fatalities for 2009 was 547. The goal was still met and exceeded.

Bicycle-Related Fatalities

In the District of Columbia in 2008, approximately 2.3 percent (7,066 daily) of the District's residents biked to work; this is a 16.5 percent increase from 2006 (1.16%) to 2008 (2.33%). It is noted that there has been a 56 percent increase of bike lanes miles from 24.7 miles in 2006 to 38.5 miles in 2008.

In 2009 there were 312 bicycle-involved collisions, a 21 percent increase from 2008 (257). However, there were no fatalities involving a bicyclist in 2009.



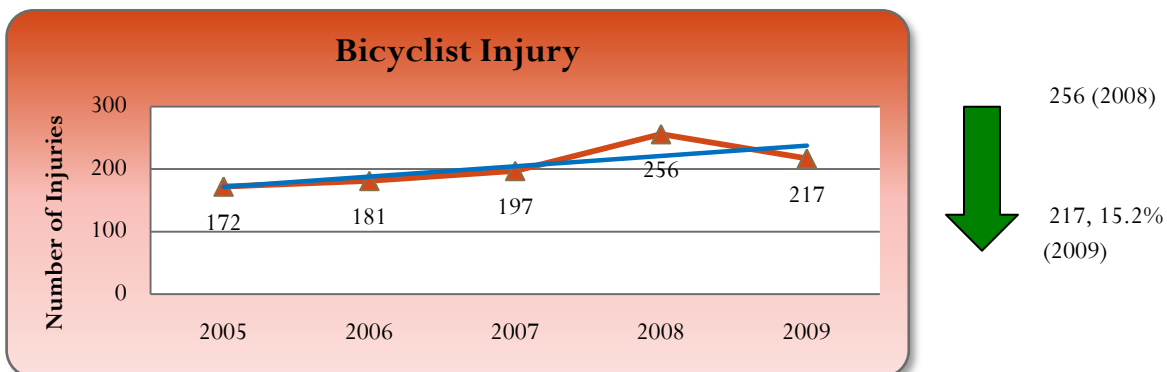
Projected Goal – Bicycle Fatalities

To decrease bicycle-related fatalities by 50 percent from a three-year (2006-2008) weight average of 2 to 1 by December 31, 2012.

The 2009 projected goal for bicycle-related fatalities was 3, which was met and exceeded.

Bicycle-Related Injuries

In 2009, there was 15 percent reduction of bicycle-related injuries from 256 in 2008 to 217 in 2009. Data revealed that male bicyclists between the ages of 21 and 40 were more likely to be involved in a bicycle-related collision than any other age group.



Projected Goal – Bicycle Injuries

To decrease bicycle-related injuries by 50 percent from a three-year (2006-2008) weight average of 211 to 168 by December 31, 2012.

The 2009 projected goal for bicycle-related injuries was 181. Although, there was a reduction in bicycle-related injuries, HSO goal was not met. The District has embarked on a major program that has increased the number of bike lanes to over 65 miles in 2010. In addition there are well over 1,000 bikes available for rent throughout the District. This has doubled the number of bike trips in the past 5 years, and therefore increased exposure.

Program Accomplishments

The HSO coordinated the following program initiatives in an effort to reach our pedestrian and bicycle safety goals.

1. Washington Area Bicycle Association (WABA) implemented the **D.C. Adult Bike Education Program** throughout the District.

Accomplishments include:

- Confident City Cycling (CCC) – Ten classes were held for residents of all 8 wards, with 120 participants.
- Learn to Ride (L2R) – These classes were intended for the nonriding adults. Three classes were attended by 56 nonriding adults.
- WABA held nine Commuter Seminars to 300 adults. These events provided basic bicycling information for safer, more efficient, and more enjoyable commuting.
- A DCPS Bus Driver Training was delivered to 450 DC Bus Drivers, citywide, to help them better understand the requirements of cyclists and pedestrians as they share the roadway with buses.
- Safe Bicycling in the Washington Area Guide (English reprint)—Distributed 5,000 copies of this 32-page 5 ½x 8 in. booklet, which describes Equipment, Maintenance, Locking, Helmets, Traffic Rules, Riding, Hazards, Trails, and Cold & Rain tips for bicyclists. A Web version of this booklet was also made available on the WABA Web site.
- Pocket Guide to DC Bike Laws – An additional 5,000 hard copies of this popular guide was made available. An electronic version is also available for download from the Internet.
- Bicycle Light Campaign – WABA held four Got Lights? events in fall 2009. The focus of this campaign is to provide free bike lights to cyclists using the road without lights during the evening rush hour in early November when the change to Eastern Standard Time leaves them riding home in the dark. As a result, 600 sets of bike lights were distributed and installed. In addition, riders were given copies of the DC Bike Map, Pocket Guide to DC Bike Laws and Safe Bicycling Guide to the Washington Area.
- DC Bicycle Ambassador Program – The DC BA appeared 83 locations where high numbers of commuters pass bicyclists. He appeared in front of over 71,000 people towing a trailer fitted with message boards educating both motorists and cyclists in safe practices



when sharing the road. He gave out free coffee during the morning rush hour to passing cyclists and distributed thousands of copies of safety literature along with advice on commuting routes and practices.

2. **Street Smart Campaigns** is conducted across the greater Washington metropolitan area. The campaign focuses on drivers and pedestrians as the primary audience, and bicyclists, employers, driver education providers, judicial agencies, law enforcement, and tourists as secondary audiences.

The goal of this campaign is to:

- Educate motorists, pedestrians, and bicyclists about safe usage of roadways.
- Increase law enforcement of pedestrians and bicyclists traffic safety laws – and make drivers, pedestrians and cyclists aware of enforcement.
- Build on awareness of pedestrian/bicycle traffic safety issues that have been established in prior campaigns in order to change behaviors.
- Develop a program that can be easily replicated by other localities that want to decrease pedestrian and bicycle injuries and fatalities.

Two campaigns were conducted in FY2010: fall 2009 and spring 2010.

Fall 2009 – Targeting Five Specific Behaviors.

In fall campaign continued from the previous campaign held spring 2009, the campaign focused on five specific actions of drivers, pedestrians, and cyclists:

1. USE crosswalks.
2. STOP for pedestrians at crosswalks and yield to them when turning.
3. OBEY signs and signals (cyclists) and ride with traffic.
4. CROSS after a bus leaves the stop and make sure drivers can see you.
5. YIELD to cyclists when turning and give them room to ride.

The campaign continued a 2-week period from November 1 to 15, 2009, targeting men ages 18-49. This is based on research that shows that they are the group most involved in crashes and require most of the behavioral change – as drivers, pedestrians, and cyclists.

The following are the results of elements of the campaign:

Radio Spots – Radio media purchases supported increased law enforcement efforts. Messages were concentrated in the afternoon/evening time frames, mainly Wednesdays through Sundays. In order to increase media reach, some spots also ran in morning and midday slots and on weekends. In addition, Spanish radio spots messages were aired to the Hispanic audiences. Spots ran on the following area stations:

- WASH-FM – Adult Contemporary
- WITH-FM – CHR/Pop
- WKYS-FM – Urban Contemporary
- WLZL-FM – Spanish Tropical
- WPGC-FM – Urban Contemporary
- WTOP-FM – All News
- WWDC-FM – Alternative Rock

A total of 260 spots adding up to 2,105,480 total impressions. In addition to 123 spots ran as a Public Service Announcement (PSA).

Outdoor Advertising – Street Smart messages were created in both English and Spanish and placed on buses and transit shelters, in locations where there are high risks and high incidence locations, including:

- 24 transit shelter messages
- 74 bus backs
- 450 interior bus cards

Net result of impressions from these placements was 12,968,857.

Internet Advertising – Ads ran either on top of web pages under the masthead (Leaderboard) or along the right side of the web page. Video ads and banner ads ran on a variety of web sites through advertising.com and wtopnews.com. Placement was geographically targeted to reach only people who lived in the metro Washington, DC area.



Campaign Kickoff Event – Don't Be a Zombie: Walk and Drive Alive

On October 29, 2009 (two days before Halloween and the end of Daylight Savings time), the Street Smart Campaign made headlines with a group of “zombies” who staged a “lurch” across K Street in Washington, DC with PDAs in their hands to emphasize distracted pedestrian behavior.

This event was picked up by various media across the region. Results show that the stories reached more than one million people with:

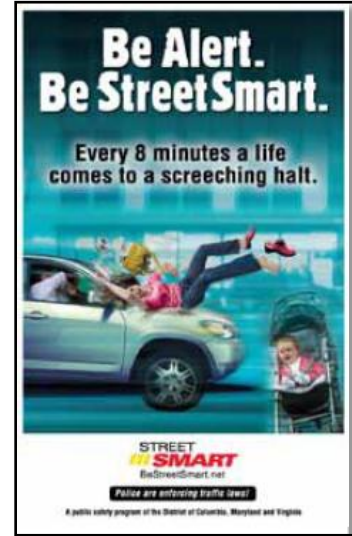
- Five print and online articles reaching nearly 600,000 area readers.
- Six television stories reaching at least 225,399 area viewers.
- Broadcast coverage with a publicity value at least \$42,782.82.
- Coverage by four local broadcast outlets:
 - WRC (NBC-4)
 - WTTH (FOX-5)
 - WJLA (ABC-7)
 - WUSA (CBS-9)
- WAMU-AM (NPR) coverage of the event on October 29 and 30.
- A print story in The Washington Post.



Spring 2010 – An All-new Initiative – “Be Alert. Be Street Smart”

The spring Street Smart campaign ran from March 14 to April 11, 2010, with a strong, simple message about speed and safety. The campaign focused men between the ages of 18 and 54. The campaign objectives were to:

1. Educate drivers about the dangers of speeding, especially related to the amount of time it takes to stop at higher speeds.
2. Inform drivers and pedestrians to be more alert and aware of distractions such as cell phone use while travelling.
3. Inform them about increased law enforcement enforcing pedestrian and bicycle traffic safety laws.
4. Build on awareness of pedestrian/bicycle/bus traffic safety issues that have been established in prior campaigns.
5. Educate drivers, pedestrians, and cyclists about pedestrian and bicycle safety and pedestrian safety around buses.



Radio Spots – Radio spots aired between 3 p.m. and 8 p.m., from Wednesday to Sunday. Research showed that this was the time when the greatest number of incidents occurred. Spots were also aired in Spanish in high-density Hispanic areas. Spots ran on the following area stations:

- WITH-FM – CHR/Pop
- WBIG – Oldies
- WMZQ – Country
- WLZL-FM – Spanish Tropical
- WVRX – Urban Contemporary
- WWDC-FM – Alternative Rock

A total of 943 spots ran during the more than 3-week period, a total of 7,636,000 impressions. Total reach was 67% and frequency 5.0. In addition 383 spots ran for free as a Public Service Announcement.

Television Spots – One high-impact, 30-second television spot was produced and placed on area stations and YouTube. On broadcast stations, 168 spots ran during the campaign, with 56.4% reach and 3.6 frequency and total impressions of 5,474,000. Another 91 spots ran on area cable TV stations for a 45% reach and 3.6 frequency and total impressions of 2,965,000.

Outdoor Advertising – Messages in English and Spanish were placed in bus and transit facilities across the area:

- 85 transit shelter messages
- 123 bus backs
- 105 bus sides
- 110 Metrorail car cards
- 1,730 interior bus cards, on Metro, Ride-On, Fairfax Connector, Arlington ART, and Alexandria DASH buses.

The net result of impressions from these placements was 102,970,224.



Internet Advertising – Internet ads ran on popular area sites that included [washingtonpost.com](http://www.washingtonpost.com) and [wtop.com](http://www.wtop.com) and placement was geography targeted to reach only people who lived in the Washington, DC area.

Campaign Kickoff Event

The campaign event kickoff was held on March 23, 2010, just after the spring 2010 Street Smart campaign began. Officials, law enforcement and lawmakers and the media were invited to a neighborhood street in Silver Spring where there was a dramatic demonstration of the effects of speed on pedestrian and bicycle safety.

The demonstration graphically showed the distance required for a vehicle to stop, featuring “Bobby”, a wire frame model of a 10-year-old boy attempting to cross the street and encountering a vehicle bearing down at speeds of 25, 35, and 40 miles per hour.



The event garnered some of the most significant media coverage in campaign history:

- Nine print and online articles reaching nearly 1 million readers.
- 24 television stories reaching at least 1,497,770 area viewers.
- Print and broadcast coverage with a publicity value at least \$126,347.
- Coverage by all four local broadcast outlets:
 - WRC (NBC-4)
 - WTTG (FOX-5)
 - WJLA (ABC-7)
 - WUSA (CBS-9)
- WTOP coverage of the event on March 23.
- Social media outlets, including video footage of demonstration posted on YouTube by a DCist blogger and linked to by Greater Washington and The Wash Cycle blogs.
- A printed story on The Washington Post.
- A front-page story in The Washington Hispanic.
- Coverage reached nearly 2.5 million people across the region.



Highlights of added value efforts for both campaigns included:

- \$88,332 in free radio spots (PSA).
- \$467,441 in free outdoor advertising messages including transit shelters, interior bus cards, and bus backs and sides.

- 3.5 million media impressions from the 30 broadcast stories on all four local broadcasting networks and at least 14 print and online articles about the campaign messages.

Total Added Media Messages Value was approximately \$555,773.

Total Earned Broadcast, Print and Online Value: \$169,129.

A Redesigned & Dedicated Website – The campaign now has its own URL www.bestreetsmart.net , where information is reorganized and usable. The new web site reinforces the campaign messages and provides information for pedestrians, drivers, and cyclists, campaign materials, and a variety of resources.

Law Enforcement Results - Public awareness efforts were conducted in conjunction with increased law enforcement waves, a strategy that has been shown to positively affect behavior. During the fall and spring campaigns, 30,221 citations and 7,804 warnings were issued to motorists, pedestrians, and cyclists throughout the metro area.

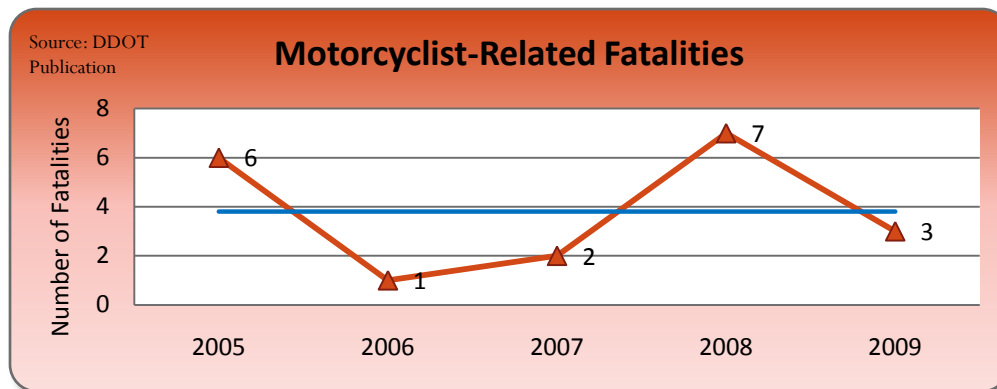


Motorcycle Safety Program

Motorcyclist crashes are a unique and severe problem and, as many analyses have demonstrated, motorcyclists are far more likely to be injured in a collision than car drivers.

Motorcycle-Related Fatalities

Based on the District fatality data, motorcycle-related fatalities have decreased from 7 fatalities in 2008 to 3 fatalities in 2009. Excessive speed on part of the motorcycle rider is a predominant factor in fatal motorcycle crashes, in addition to motorist inattention and failure to yield right-of-way.



7 (2008)
3, 57% (2009)

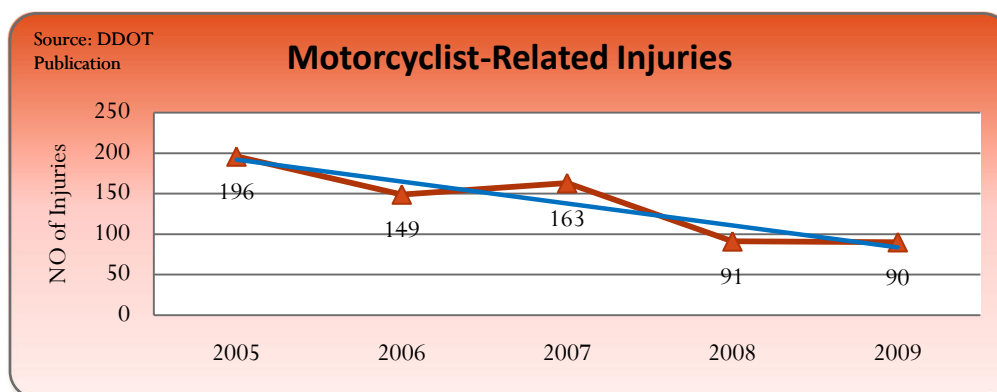
Performance Goal - Fatalities

To decrease motorcycle-related fatalities by 33 percent from a three-year (2006-2008) weight average of 3 to 2 by December 31, 2012.

Projected goal for motorcycle-related fatalities for 2009 was 5, which was met and exceeded.

Motorcyclist-Related Injuries

There was a 1 percent decrease in motorcycle-related injuries from 91 in 2008 to 90 in 2009. However, there was a slight 5.6 percent increase in motorcycle-related collisions from 144 in 2008 to 152 in 2009. Data further revealed that male drivers between the ages of 21 and 50 were more likely to be involved in a motorcycle-related collision than any other age group. It should be noted that 18.4 percent (28) of the motorcyclist ages were recorded as unknown.



91 (2008)
90, 1% (2009)

Performance Goals - Injuries

To decrease motorcycle-related injuries by 28 percent from a three-year (2006-2008) weight average of 134 to 96 by December 31, 2012.

Projected goal for motorcycle-related injuries for 2009 was 124, which was met and exceeded.

Program Accomplishments

On April 17, 2010, the Homeland Security and Special Operation Division Traffic Safety and Specialized Enforcement Branch focused its efforts on motorcycle safety. Officers targeted motorcyclist who were speeding, drinking, not wearing helmets, and not obeying the law. Their efforts were at the following intersections in the District:

- 18th Street and Columbia Road, NW
- 2200 Fairlawn Avenue, SE
- New York Avenue and Bladensburg Road, NE

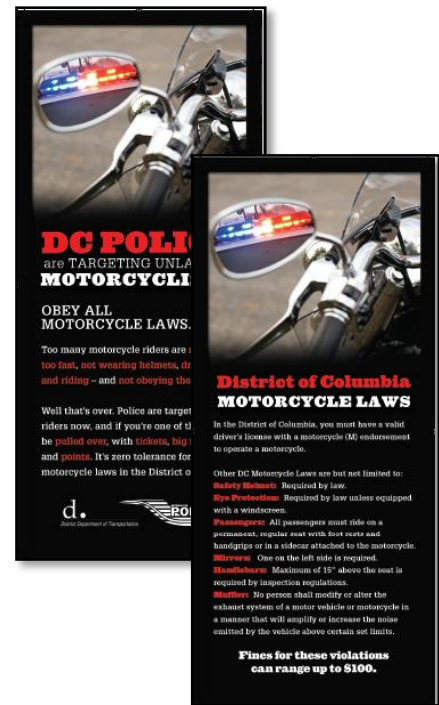


A total of 24 officers participated, for 192 hours. The enforcement results are as follows:

ENFORCEMENT	NUMBER
Distracted Driving Act \$100.00	72
Failure to provide proof of insurance \$30.00	28
Owner permitting or operating w/o proper insurance \$500.00	28
Failure to wear protective helmet safety glasses or goggles 25.00	2
Speeding fines varies	1
Failure to display current tags (MC) \$100.00	11
Improper display of tags \$50.00	1
Covered tags \$500.00	7
Traffic Violations (all others)	90
No Permit - (Motorcycles)	9
Seatbelt \$50.00	80
Violation of Child Restraint 3-16yrs. \$75.00	13

A total of 334 moving violations issued and 9 traffic arrests.

A motorcycle safety brochure was developed and distributed.



Traffic Records Program

The District recognizes the importance of timely, accurate, and complete traffic crash data in order to inform the policy decisions and strategies implemented by DDOT and other agencies in the District.

Goals

To implement a citywide-integrated data collection system to allow for comprehensive analysis of all traffic crashes and thus improve the timeliness, accuracy, and completeness of transportation safety information.

Program Accomplishments

The District's Traffic Records Coordinating Committee (TRCC) was established in FY2007 and continues to meet quarterly.

Some key project highlights for FY 2010 are as follows:

- Automation of Crash Reporting
 - MPD and DDOT signed a memorandum of Understanding (MOU) to share traffic crash data. As a result, DDOT can access both the user interface and MPD database.
 - New Traffic Crash Application scheduled to be implemented by spring 2011.
 - Capitol Police and Secret Service police trained - signed MOU with Secret Service (USSS) to share the automated application. USSS started entering reports through the application in January 2010.
- Crash Data Entry
 - MPD is in the process of linking traffic crash application with SAFETYNET and FARS. Received template from the National Institute for Safety Research to create XML file to upload MPD data directly into SAFETYNET when new version of Traffic Crash Application is complete spring 2010.
 - 2008 and 2009 Commercial Vehicle Traffic Collision Report published by DDOT.
- EMS Repository
 - About 75 percent of EMS runs were entered into an electronic system in 2009 compared to about 64 percent in 2008. FEMS entered 99,944 FEMS runs (out of 133,925) in 2009 as compared to 75,066 in 2008 (out of 116,655).
- Validation of vehicle insurance information
 - Enhancements to the insurance process, scheduled to be implemented by spring 2011, will provide for the Vendor to verify if a customer with a cancellation has obtained a new policy prior to reporting the cancellation to DMV. Only those vehicles reported as cancelled without a corresponding new policy will be sent to DESTINY. Accordingly, the number of cancellation verification letters sent to customers will be significantly reduced.
- Law Enforcement Advanced DUI/DWI Reporting System (LEADRS)
 - Development of LEADRS software completed. Law enforcement agencies initiated training trainers for LEADRS. Dates for release of the LEADRS program will be established upon completion of officer training on how to use the program (expected to be rolled out in spring 2011).

- Crash Outcome Data Evaluation System (CODES)
 - Project initiated and DDOT is currently engaged in talks with FEMS, MPD, DOH, and other stakeholders. Once completed CODES will link motor vehicle crashes and health outcome data between the various District agencies. It is expected that FEMS and MPD data will be linked by summer 2011.
- Completed DMV Projects
 - Performance and Registration Information Systems Management Program (PRISM) project.
 - Completed the DC PRISM Implementation Plan in December, 2009. DMV conducted the first training and workshop on July 22, 2010.
 - Web capabilities for online public viewing

Police Traffic Services

The HSO continues to provide funding for the MPD to conduct Traffic Enforcement Programs (TEP) on District roadways as well as training for law enforcement and other highway safety personnel. MPD is committed to assisting the HSO in participating in the District-wide Checkpoint Strikeforce, Smooth Operator, and Click It or Ticket campaigns.

Program Accomplishments

Below is a summary of the MPD FY2010 results:

<i>CITATIONS</i>	<i>TOTALS</i>	<i>ARRESTS</i>	<i>TOTALS</i>
Child Passenger	590	DUI/DWI	1,239
Seatbelt	6,964	DUI Refusal	232
Distracted Driver	4,553	No Permit	2,274
Cell Phone/Other Devices	8,700	Operating after Suspension	870
Speed	10,625	Operating after Revocation	33
Other	17,691	Reckless Driving	168
Total Citations	49,030	30 Over Posted Speed	268
Sobriety Checkpoints	2	Other Traffic	1,602
Saturation Patrols	10	Felonies	1
		Total Arrests	6,687

MPD also participated in the following events:

- Nationwide car seat event
- CPS workshop Mary Center
- AAA CPS Demonstration DC Amory
- All State Family First Car Seat Safety Tips Convention Center
- Holiday Car Seat Check UPO 301 Rhode Island Avenue NE
- Anacostia Senior High Teen Mom Presentation the Importance of Child Restraint
- United Planning Office (UPO), CPS installation station.
- Mary Center CPS workshop for parents 2333 Ontario Road, NW
- THEARC 1901 Mississippi Avenue, SE car seat installation station
- Parkview Recreation Center 3600 Warder Street, NW
- United Medical Center 1310 Southern Avenue SE car seat installation station
- DC Healthy Start Consortium 1620 C Street, SE
- Kennedy Institute 801 Buchanan Street ,NW
- Randall Recreation 900 Eye Street, SW car seat workshop
- 45th & Van Ness Street, NW car seat installation station
- Engine 30. 49th & Brook Street, NE car seat inspection station
- 501 New York Avenue, NW car seat inspection station

- Grimke 1923 Vermont Avenue, NW car seat inspection station
- YMCA 2118 Ridgecrest Court SE car seat workshop and installation station
- ARE 45 P Street, NW
- Rosemont Center 2000 Rosemont Street, NW
- United Planning Office (UPO) CPS installation station - April 6, May 4, and June 1, 2010.
- Mary Center CPS workshop for parents – April 16, May 21, and June 18, 2010.
- Annual seat check event Gallaudet University – April 27 and May 28, 2010.
- Saluting our smaller Heroes – April 24, 2010.
- Car seat inspection station – May 18, 2010.
- DC Healthy Start Consortium 1620 C Street, SE – May 19 and June 16, 2010.
- Safe prom presentation @ Dunbar High School – May 20, 2010.
- Safe prom presentation @ Spingarn High School – May 25, 2010.
- Peter Bug Day Booster & Bike Rodeo – May 22, 2010.
- Car seat inspection station Engine 31 – June 12, 2010.
- Car seat installation station 3203 Martin Luther King Jr Avenue – June 22, 2010.
- All State Family First Car Seat Safety Tips Convention Center
- School Bus Safety Workshop Gallaudet University
- Installation station UPO Good Hope Road, SE
- Health Fair Navy Yard
- Annual car seat check Gallaudet University (Safe Kids Week)

Cops in Shop Compliance Checks as follows:

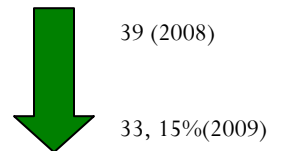
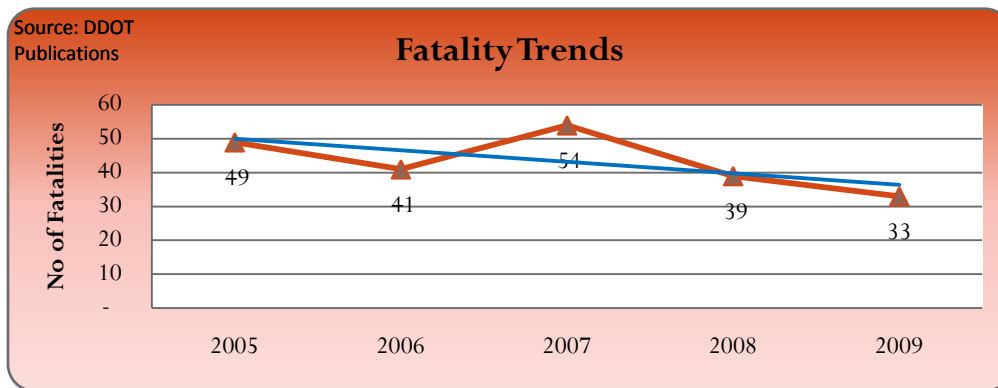
COMPLIANCE CHECK	NUMBER
Identification	344
ABC Establishment	31
ABC Violations	5
Arrest	4
Warrants Applied	4

Roadway Safety

The District of Columbia seeks to reduce serious and fatal injuries in the District. Through a collaborative effort between the public and private stakeholders groups, the District has begun implementing the strategies outlined in the Strategic Highway Safety Plan (SHSP).

Traffic-Related Fatalities

There was a 15 percent decrease in fatalities from 39 in 2008 to 33 in 2009.



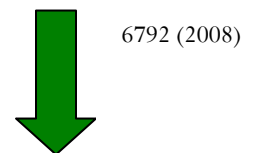
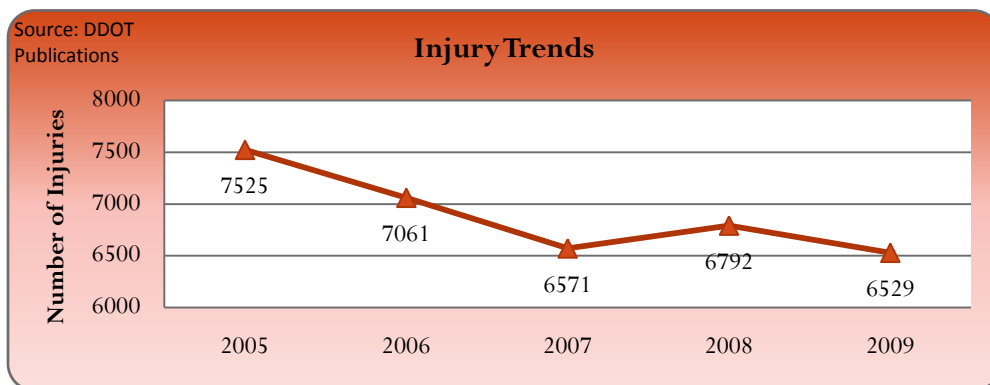
Goals - Fatalities

The District of Columbia seeks to reduce the number of serious and fatal injuries in the District by 50 percent by 2025.

Projected goal for 2009 was 44; the goal was met and exceeded.

Traffic-Related Injuries

There was a 3.9 percent decrease from 6,792 in 2008 to 6,529 in 2009.



Goals - Injuries

The District of Columbia seeks to reduce the number of serious and fatal injuries in the District by 50 percent by 2025.

Projected goal for 2009 was 6,704; the goal was met and exceeded.

Program Accomplishments (SHSP):

Summary Highlights:

- Strategies - 140
- Work active in 117
- Work active/completed 84 %

1. High Risk Drivers

- Strategies - 43
- Work active/completed in 30

2. Pedestrian and Bicyclist Safety

- Strategies-22
- Work active/completed in 22

3. Engineering

- Strategies-37
- Work active/Completed in 31

4. Special Vehicles

- Strategies-21
- Work active/completed in 19

5. Special Target Areas

- Strategies- 17
- Work active/completed in 15

Detailed Accomplishments (ongoing/completed):

High-Risk Drivers

- High-visibility enforcement (MPD)
- Implemented technologies to deter speeding and red-light running (MPD)
- Used LIDAR and other technologies in enforcement (MPD)
- Court to expedite prosecution of DWI cases (SCDC)
- DWI Prosecutor (OAG) to expedite prosecution of DWI cases (OAG)
- Nightly electronic exchange of data between SCDC and DMV (traffic conviction data)
- Ignition interlock program (DMV, ongoing)
- Developed new driving manual and testing system (DMV) implemented

Pedestrian and Bicycle Safety

- Adult School Crossing Guard program fully under DDOT administration (previously under MPD)
- Implemented Pedestrian Master Plan elements – example: corridor improvements
- New sidewalk construction program
- Accelerated the Bike program

- Continue training MPD officers in general pedestrian safety issues

Engineering

- Traffic Control Officer program fully under DDOT administration (previously under DPW)
- Continued/accelerated the HSIP Program with its own construction contract.
- Continue training in Road Safety Audits, Transportation Management Plans, etc.

Special Vehicle

- Automated PD-10 crash form – May 19, 2008 (Phase 2 enhancements ongoing, MPD)
- Developed Traffic Records Information System Strategic Plan (Implementation ongoing, District-wide)
- Improved safety procedures at WMATA.
- Implemented Motorcycle Safety information campaign (DDOT)

Special Target Areas

- Community outreach on importance and proper fitting of seat belt and child seat use

Campaigns

- Implemented numerous safety campaigns (Smooth Operator, Click It or Ticket, Street Smart, Checkpoint Strikeforce, etc.) with significant positive impacts.