



\*\*\* GOVERNMENT OF THE  
WE ARE WASHINGTON DISTRICT OF COLUMBIA  
DC MURIEL BOWSER, MAYOR

# FY2024 HIGHWAY SAFETY OFFICE ANNUAL REPORT

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DISTRICT OF COLUMBIA

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## ABOUT

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### DISTRICT OF COLUMBIA HIGHWAY SAFETY OFFICE (DC HSO)

The DC HSO aims to improve road safety in the Nation's Capital by addressing unsafe practices like impaired driving, not using seat belts, improper child car seat use, aggressive driving, distracted driving, and unsafe pedestrian and bicycle behaviors. The office manages and directs NHTSA funding to support community programs that use evidence-based countermeasures to change behaviors and keep roadways safe. The DC HSO is part of the Office of the City Administrator (OCA).

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### OFFICE OF THE CITY ADMINISTRATOR (OCA)

The Office of the City Administrator oversees the daily management of the District government, sets operational goals, and implements the Mayor's and DC Council's legislative actions and policy decisions. The City Administrator, who reports directly to the Mayor, has direct oversight of all executive-reporting agencies, prepares the District's annual operating budget, and ensures that all agencies meet the needs of District residents.

## INTRODUCTION

On behalf of Mayor Muriel Bowser and City Administrator Kevin Donahue, the District of Columbia Highway Safety Office (HSO) presents the Fiscal Year (FY) 2024 (24) Highway Safety Annual Report (AR). This report showcases the District's progress and achievements toward reaching the goal of zero traffic fatalities and serious injuries.

The Highway Safety Office continued to implement new requirements as outlined in the Infrastructure Investment and Jobs Act (IIJA), also known as the Bipartisan Infrastructure Law (BIL). IIJA/BIL was signed into law on November 15, 2021. The new law increased NHTSA's budget in FY23 by more than 50%, which will allow NHTSA to make its most historic and largest investment into vehicle and highway traffic safety.

The HSO focused on Public Participation and Engagement (PP&E) as a guide to form our outreach in the second part of the fiscal year. Projects were prioritized to:

- Support education and enforcement efforts for communities that are overrepresented in crashes, injuries, and fatalities. This data led us to continue a focus on Wards 5, 7, and 8.
- Pedestrian, bicycle, and micro-mobility safety efforts that use education and enforcement to enhance the behavior of all roadway users.
- Use the High Injury Network as an anchor to drive investment along these roadways that are driving injuries and fatalities.

The report celebrates the success that was made across our projects and initiatives and further highlights the resolve of the HSO to work until Vision Zero becomes a daily reality in the District of Columbia.

## CORE PERFORMANCE MEASURES

Each fiscal year, the HSO develops a new Highway Safety Plan (HSP) to address critical traffic safety problems and create a safer, more efficient transportation system. The FAST Act requires the District to set goals for 11 core performance measures based on FARS data, an observational seatbelt use measure, and three activity measures. Additionally, the HSO includes five extra core performance measures using the District's injury data.

- **Performance Measures Status:** In FY2023, the District met 3 out of 17 core performance measure targets. For FY2024, the District anticipates meeting 1 out of 17 targets based on current data.
- **Ongoing Reviews:** The HSO will continue to thoroughly review all performance measures to identify the need for additional initiatives to improve traffic safety.

Table 2 provides data on grant-funded citations for impaired driving, distracted driving, occupant protection, speeding, and pedestrian and bicyclist safety from FY2020 to FY2024.

TABLE 1. ASSESSMENT OF RESULTS IN ACHIEVING PERFORMANCE TARGETS FOR FY 2024 AND FY 2023

Performance Measure	Target Period	FY 2024 Target Year(s)	FY 2024 Result	Benchmark Value for FY 2024 Listed in 3HSP	Data/Source FY 2024 Progress Results	On Track to Meet FY 2024 Benchmark: YES/NO/In Progress Include Narrative	FY 2023 Target Year(s)	FY 2023 HSP Target Value	FY 2023 Result	FY 2023 Source	Met FY 2023 Target?
<b>C-1) Total Traffic Fatalities (FARS)</b>	Five-Year Average	2020- 2024	41	26	2020-2024, FARS/MPD	No	2019-2023	27	31.6	2019-2023, FARS/MPD	No
<b>C-2) Serious Injuries in Traffic Crashes</b>	Five-Year Average	2020- 2024 <i>FY 24 Data is incomplete</i>	319	316	2020-2024, District	No	2019-2023	319	323	2019-2023, District	No
<b>C-3) Fatalities per VMT</b>	Five-Year Average	2020- 2024 <i>FY 24 Data is incomplete</i>	.98	.75	2020-2024, FARS/MPD	No	2019-2023	0.72	0.98	2019-2023, FARS/MPD	No
<b>C-4) Unrestrained Passenger Vehicle Occupant Fatalities, All Seat Positions</b>	Five-Year Average	2020- 2024	6	4	2020-2024, FARS/MPD	No	2019-2023	2.9	6.6	2019-2023, FARS/MPD	No
<b>C-5) Alcohol-Impaired Driving Fatalities</b>	Five-Year Average	2020- 2024	10.8	5.5	2020-2024, FARS/MPD	No	2019-2023	8.9	6.0	2019-2023, FARS/MPD	Yes
<b>C-6) Speeding-Related Fatalities</b>	Five-Year Average	2020- 2024	15.6	12.7	2020-2024, FARS/MPD	No	2019-2023	14.8	16.8	2019-2023, FARS/MPD	No
<b>C-7) Motorcyclist Fatalities</b>	Five-Year Average	2020- 2024	7.4	5.3	2020-2024, FARS/MPD	No	2019-2023	5.9	5.4	2019-2023, FARS/MPD	Yes

<b>C-8) Unhelmeted Motorcyclist Fatalities</b>	Five-Year Average	2020- 2024	3	1.9	2020-2024, FARS/MPD	No	2019-2023	1.7	2.0	2019-2023, FARS/MPD	No
<b>C-9) Drivers Aged 20 or Younger Involved in Fatal Crashes</b>	Five-Year Average	2020- 2024	2.8	2.7	2020-2024, FARS/MPD	No	2019-2023	2.7	3.4	2019-2023, FARS/MPD	No
<b>C-10) Pedestrian Fatalities</b>	Five-Year Average	2020- 2024	15.4	12.5	2020-2024, FARS/MPD	No	2019-2023	11	15.2	2019-2023, FARS/MPD	No
<b>C-11) Bicyclist Fatalities</b>	Five-Year Average	2020- 2024	2.4	2.1	2020-2024, FARS/MPD	No	2019-2023	1.9	2.0	2019-2023, FARS/MPD	No
<b>B-1) Observed Seat Belt Use for Passenger Vehicles, Front Seat Outboard Occupants (State Survey)</b>	Annual	2020- 2024	93.4	>90	NHTSA, Certified State Survey	Yes	2023	>90.0	94.58	District's Annual Seatbelt Survey	Yes
<b>C-12) Number of Unrestrained Passenger Vehicle Occupant Injuries, All Seat Positions</b>	Five-Year Average	2020- 2024 <i>FY 2024 Data is incomplete</i>	119.0	93.2	2020-2024, District	No	2019-2023	61.2	119.0	2019-2023, District	No
<b>C-13) Alcohol-Impaired Driving Injuries</b>	Five-Year Average	2020- 2024	126	112.5	2020-2024, District	No	2019-2023	104.5	145.0	2019-2023, District	No
<b>C-14) Speeding-Related Injuries</b>	Five-Year Average	2020- 2024 <i>FY 2024 Data is incomplete</i>	496.8	462	2020-2024, District	No	2019-2023	471.9	496.8	2019-2023, District	No

<b>C-15) Pedestrian-Related Injuries</b>	Five-Year Average	2020- 2024 2024 Data Unavailable	432	<=369	2020-2024, District	No	2019-2023	<369	507.4	2019-2023, District	No
<b>C-16) Bicyclist-Related Injuries</b>	Five-Year Average	2020- 2024 2024 Data Unavailable	280	<=205	2020-2024, District	No	2019-2023	<205	331	2019-2023, District	No

TABLE 2. GRANT PROGRAM ACTIVITY REPORTING

Description		FY2019	FY2020	FY2021	FY2022	FY2023	FY2024
<b>A-1</b>	Number of seatbelt citations issued during grant-funded enforcement activities	1,639	1,743	2,461	1,905 / 350 warning	1,656 / 2,087 warning	1,245 citations/300 warnings
<b>A-2</b>	Number of impaired-driving arrests made during grant-funded enforcement activities	189	201	91	53	60	34
<b>A-3</b>	Number of speeding citations issued during grant-funded enforcement activities	1,146	2,879	5,101	2,355 / 427 warning	1,599 / 255 warning	1,251 citations/126 warnings
Number of distracted driving citations issued during grant-funded enforcement activities		1,222	805	864	448 / 226 warning	336 / 135 warning	277 citations/ 179 warnings
Number of pedestrian- and bicycle-related citations issued during grant-funded enforcement activities		2,493	1,199	2,829	1,363 / 409 warning	688 / 624 warning	767 / 147 warnings

The following Core Performance Measure goals are unlikely to be met in FY2024. The District of Columbia will adjust efforts for FY2025 and FY2026 to better meet these targets:

1. **Total Traffic Fatalities (C-1):** Goal: 26 vs. Result: 41
  - Expand outreach and deploy targeted countermeasures focusing on pedestrian and bicycle safety, including for-hire vehicle passengers.
2. **Serious Injuries in Traffic Crashes (C-2):** Goal: 316 vs. Result: 319
  - Launch the Safe Communities program to engage more non-traditional partners in mobility safety.
3. **Fatalities per VMT (C-3):** Goal: 0.75 vs. Result: 0.98
  - Continue evaluating and adjusting strategies to improve traffic safety with an emphasis on mode shift.
4. **Unrestrained Passenger Vehicle Occupant Fatalities (C-4):** Goal: 4 vs. Result: 6
  - Strengthen education and enforcement efforts around occupant protection and recruit new grantees.
5. **Alcohol-Impaired Driving Fatalities (C-5):** Goal: 5.5 vs. Result: 10.8
  - Enhance education and enforcement efforts against alcohol-impaired driving and recruit new grantees.
6. **Speeding-Related Fatalities (C-6):** Goal: 12.7 vs. Result: 15.6
  - Strengthen education and enforcement around speeding and invest in automated traffic enforcement.
7. **Motorcyclist Fatalities (C-7):** Goal: 5.3 vs. Result: 7.4
  - Improve education and enforcement around motorcycle safety and launch a motorcycle safety working group.
8. **Unhelmeted Motorcyclist Fatalities (C-8):** Goal: 1.9 vs. Result: 3
  - Focus on education and enforcement for unhelmeted motorcyclists and recruit new grantees.
9. **Drivers Aged 20 or Younger Involved in Fatal Crashes (C-9):** Goal: 2.7 vs. Result: 2.8
  - Strengthen education efforts for young drivers and passengers through youth focused programming.
10. **Pedestrian Fatalities (C-10):** Goal: 12.5 vs. Result: 15.4
  - Focus on education and enforcement for pedestrian safety and recruit new grantees.
11. **Bicyclist Fatalities (C-11):** Goal: 2.1 vs. Result: 2.4
  - Enhance education and enforcement for bicyclist safety and recruit new grantees, guided by the Pedestrian and Bicycle Safety Assessment and a fulltime Vulnerable Roadway User Program Manager.
12. **Unrestrained Passenger Vehicle Occupant Injuries (C-12):** Goal: 61.2 vs. Result: 119
  - Strengthen education and enforcement efforts around occupant protection and recruit new grantees.
13. **Alcohol-Impaired Driving Injuries (C-13):** Goal: 112.5 vs. Target: 126

- Raise awareness of the dangers of alcohol-impaired driving and engage communities through nonprofit and government partnerships.

**14. Speeding-Related Injuries (C-14):** Goal: 462 vs. Target: 496.8

- Strengthen education and enforcement on speeding and recruit new grantees.

**15. Pedestrian-Related Injuries (C-15):** Goal: ≤369 vs. Target: 432

- Enhance education and enforcement for pedestrian safety, guided by the Pedestrian and Bicycle Safety Assessment.

**16. Bicyclist-Related Injuries (C-16):** Goal: ≤205 vs. Target: 280

- Focus on education and enforcement for bicyclist safety and recruit new grantees, with insights from the Pedestrian and Bicycle Safety Assessment.

These strategies aim to improve performance across various safety measures and ensure progress towards safer roadways in the District.

## DISTRICT STRATEGIC HIGHWAY SAFETY PLANS (SHSP) 2020-2025

The District's Strategic Highway Safety Plan (SHSP) 2020–2025 was approved in March 2021. It is a Districtwide data-driven traffic safety plan—developed in collaboration with a wide range of safety partners—to reduce traffic-related fatalities and injuries across all modes of transportation on all District public roads. This collaborative effort involves Federal, District, and private sector safety stakeholders who have helped establish the SHSP goals, objectives, and challenge areas. The broad array of partners involved is complemented by the comprehensive reach of the plan needed to commit to and implement the strategies and reach the District's goal to save lives and prevent injuries. The process is designed to drive safety investment decisions and coordination with other safety plans, including the District's HSIP, the HSP, the Freight Plan, and the Zero Vision Plan. The SHSP is a major component and requirement of the HSIP (23 U.S.C. § 148).

As noted earlier, the District SHSP is a Federal requirement and is central to the transportation legislation, including the most recent Bipartisan Infrastructure Law (November 2021).

Results of the data analysis (crash data, census, citations, and emerging issues) and input from the committees and stakeholders helped designate the following six broad emphasis areas: Risky Behavior, Infrastructure Improvements, Vulnerable Users, Commercial Vehicles, EMS, and Data.

The District recognizes that traffic crashes are a serious public health concern, especially in communities with poverty rates higher than the District average. The District is committed to elevating and advancing transportation equity by evaluating its policies, planning, community engagement, and project delivery to ensure public investments in transportation improve road safety for all residents, visitors, and commuters.

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### SHSP TRAFFIC FATALITY PERFORMANCE MEASURES

To achieve the Vision Zero goal, the District aims to reduce traffic fatalities by 69% from 36 in 2020 to 11 by 2030. Additionally, the District set a goal to decrease the fatality rate by 77%, from 1.14 fatalities per 100 VMT in 2020 to 0.26 by 2030.

## FY2024 HIGHWAY SAFETY PLAN FOCUS

Based on the preliminary data, impaired, aggressive driving and pedestrian-related fatalities continue to rise and pose a challenge. The HSO is exploring the following efforts in FY2024 grant projects and programming:

- Utilizing dynamic message boards and paid media to relay safety messages for drivers entering the District.
- Engaging young vulnerable road users with traffic safety curriculum through after school programs and community events
- Outreach to bars and restaurants utilizing posters and coasters with impaired driving messaging.

The HSO continues to work toward achieving its goals in partnership with the following key organizations :

- Metropolitan Police Department (MPD)
- Office of the Attorney General (OAG)
- Office of the Chief Medical Examiner (OCME)
- Department of Motor Vehicles (DMV)
- Metropolitan Washington Council of Governments (MWCOG)
- Howard University
- Washington Regional Alcohol Program (WRAP)
- Washington Area Bicyclist Association (WABA)
- McAndrew Company LLC

This report provides an overview of each Program Area, including performance measures and goals. The HSO 2024 programming efforts target the following safety areas:

- Occupant Protection
- Youth Safety
- Impaired Driving
- Nonmotorized Safety (Pedestrian/Bicycle)
- Traffic Records

The District also monitors additional areas such as motorcycle safety and distracted driving to ensure comprehensive traffic safety improvements.

## OCCUPANT PROTECTION (ADULT AND CHILD)

One of the most effective protections against a motor vehicle fatality and to reduce the severity of a crash is proper installation and use of seatbelts and child-restraint systems. The District has one of the most comprehensive seatbelt laws in the Nation and has maintained its 90 percent or higher rating since 2013. This has helped to significantly reduce the severity of crashes.

Unrestrained fatalities have fluctuated in the past ten years from the low of zero fatalities in 2013 to six in 2016. In 2019 and 2020, there were five unrestrained fatalities, an increase from prior years. In 2022, the number decreased by one. However, in FY2023 unrestrained fatalities increased to 13. In addition, total passenger vehicle occupant fatalities increased from eight to 21. Although telling the safety story is nuanced, this trend correlates with other risky behaviors like speeding or running red lights, impaired driving, and lack of seatbelt usage.

The HSO continues to partner with various agencies to incorporate proven, effective strategies to help address unrestrained driving. These include:

- **Enforcement.** Partner with MPD. The District has a primary seatbelt law that allows police to stop a vehicle solely because its driver and/or passenger are not properly buckled up.
- **Child Passenger Safety (CPS).** Partner with DDOT to promote child car seat safety, including conducting proper car seat-fitting workshops and offering free child safety seats and fit checks.
- **Education and Awareness Campaigns.** Partner with the McAndrew Company to develop and conduct outreach and awareness on the importance of wearing a seatbelt.

The following section summarizes projects implemented in FY2024.

Project Number/Agency	Project Name	Amount Awarded	Amount Expended
M1CPS-2024-00-00-00	Children's National: Improving CPS	\$33,974.84	\$19,215.64
M1CPS-2024-24-01-00		BIL 405b (HIGH)	
Children's National Medical Center	Children's National: Improving CPS	\$33,974.84	\$80,993.16
		FAST Act 405b (HIGH)	

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## BACKGROUND

All children deserve the ability to safely navigate their neighborhoods and cities, whether walking to school, parks, or home. While pediatric pedestrian injuries had been declining in recent years due to interventions like Safe Routes to School, a concerning rise has been observed in the District of Columbia since 2020. This trend is likely linked to the resumption of in-person education and increased road traffic as remote workers return to offices. Intervention is urgently needed to prevent a return to pre-pandemic levels of injuries, with renewed focus on school and community programs that teach children vital traffic safety skills, which were deprioritized during the pandemic.

Children face unique vulnerabilities as pedestrians due to their developing cognitive skills and the growing prevalence of distractions like smartphones. These challenges are compounded for children with special health care needs, who are five times more likely to be injured as pedestrians. Despite making up 1 in 5 children in Washington, DC, this group often lacks tailored safety programs to address their specific needs, such as difficulties perceiving traffic dangers or making safe crossing decisions. Reinstating and enhancing pedestrian safety education, with targeted approaches for children with special needs, is critical to addressing these disparities and ensuring the safety of all children.

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## PROJECT GOALS

By September 30, 2024, Safe Kids DC will complete the following:

- Safe Kids DC team will have delivered education sessions on vehicular heatstroke increasing the knowledge of adult attendees by 30% by the end of the activity. This addresses the key topic area of unattended passengers.
- Safe Kids DC team will have delivered education sessions on child passenger safety during extreme weather increasing knowledge of adult attendees by 30% by the end of the activity each session. This addresses the key topic areas of child passenger safety and unattended passengers.

- Safe Kids DC staff will maintain support for the DC Highway Safety Office Safe Community Program by regularly attending scheduled HSO meetings, measured by number of meetings attended and reports submitted.

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## PROJECT RESULTS

- CNMC developed inclusive electronic and printed materials on vehicular heatstroke and extreme weather for children with special needs. Handouts were translated into English and Spanish.
- Safe Kids DC educated families of children with special healthcare needs.
- Developed training sessions on vehicular heat stroke and extreme weather.
- Conducted 15+ sessions at Children's National Hospital sites, local schools, and early education centers to raise awareness about these dangers.
- Served as a distribution point for DDOT's Project Safe Child car seat program.

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Project Number/Agency	Project Name	Amount Awarded	Amount Expended
M1OP-2024-20-24-01	Howard University: Seat Belt Survey	\$77,829.46 BIL 405b (HIGH)	\$13,541.48
M1OP-2024-20-24-01 Howard University	Howard University: Seatbelt Survey	\$22,170.54 SUPP BIL 405b (HIGH)	\$0.00

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## BACKGROUND

Motor vehicle crashes are a leading cause of fatalities in the U.S., with 42,795 deaths in 2022. In 2021, 22,215 passenger vehicle fatalities occurred, and 50% of those were not wearing seatbelts. Studies show that seatbelt use significantly reduces the human and financial toll of collisions. The primary goal of the annual seatbelt usage study is to survey and determine the overall seatbelt-use rate in the District, adhering to Federal requirements. This study has been conducted for over 20 years.

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## PROJECT GOALS

- By September 30, 2024, conduct and complete a survey to determine the District's seatbelt use rate, ensuring the data collection methodology aligns with national standards, and produce a detailed report of findings for stakeholders.

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## PROJECT RESULTS

The 2024 seat belt compliance survey in the District of Columbia was conducted from June 5th through August 6th during weekdays by six (6) field technicians and two QC Monitors. Observations were made at 150 sample locations, focusing on drivers and front seat passengers.

- **Compliance Rate:** Approximately 93.4%
- **Standard Error:** 0.5%
- **95% Confidence Interval:** Mean compliance rate between 93.99% and 92.87%

Detailed analysis and documentation are available in the FY24 Annual Seatbelt Compliance Report.

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Project Number/Agency	Project Name	Amount Awarded	Amount Expended
M1CPS-2024-24-01-00/ District Department of Transportation	DDOT: Education (Project Safe Child)	\$110,900 BIL 405b (HIGH)	\$13,300

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## BACKGROUND

Motor vehicle crashes are the leading cause of accidental death for children in the U.S. Research shows that properly installed child safety seats can reduce fatal injury by 71% for infants and by 54% for toddlers in passenger cars.

The District of Columbia Government runs Project Safe Child, a safety program offering free infant, toddler, or booster seats to District residents. Participants also receive training on proper car-seat fitting and other related safety information. This program is led by veteran HSO staff member, Karen Gay.

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## PROJECT GOALS

- By September 30, 2024, reduce the number of misused or improperly installed child passenger seats by conducting car seat inspection events, providing hands-on education to caregivers, and distributing educational materials on proper installation techniques.

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## PROJECT RESULTS

The legacy Project Safe Child continued in FY24 with great success. Overall, 1,773 car seats were distributed to District residents free of charge. Child car seat fit checks were offered each weekday by trained MPD officers and DMV Inspection Station employees.

Additionally, the following efforts were made under Project Safe Child:

- **Community Events.** HSO's Occupant Protection (OP) Program Manager attended, tabled, and/or presented at 20 events, with presence in all 8 wards.
- **CPS Technician Training.** The OP Manager conducted two Child Passenger Safety Technician trainings for District agency officials, hospital providers, and other interested parties. The entire HSO staff enrolled in the CPS Technician training with class dates set for FY25.
- **Materials Management.** The OP Program Manager oversaw the ordering, delivery, and storage process of the car seats, as well as supplemental educational materials.
- **Partnerships and Resource Distribution.** The OP Program Manager engaged several District organizations, including Martha's Table, Capitol Hill Pregnancy Center, and Bread for the City, to serve as distribution locations for program materials and vouchers.
- **Grant Management.** The OP Program Manager oversaw a grant portfolio that included an emphasis on seatbelt and child safety seat usage.

*Note: Karen Gay (OP Program Manager) has retired since the conclusion of the FY24 grant year. The HSO thanks her for 38 years of service to the District of Columbia.*

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**OCCUPANT PROTECTION ENFORCEMENT EFFORTS CAN BE VIEWED IN THE ENFORCEMENT SECTION BEGINNING ON PAGE 70.**

## YOUTH SAFETY

The HSO utilizes youth safety programs to instill safe driving habits early on and reduce traffic-related injuries and fatalities among young drivers. These programs focus on:

- **Education:** Teaching teens about traffic laws, safe driving practices, and the dangers of risky driving.
- **Graduated Driver Licensing (GDL):** Stages of licensing that allow new drivers to gain experience under less risky conditions.
- **Behavioral Change:** Encouraging safer behaviors through campaigns and interactive programs.
- **Community Engagement:** Involving schools and local organizations to reach a wider audience and create a culture of safety.

By targeting youth, these programs aim to create lifelong safe driving habits and ultimately reduce the number of accidents involving young drivers.

The following section summarizes projects implemented in FY2024.

Project Number/Agency	Project Name	Amount Awarded	Amount Expended
B8APE-2024-24-01-00	Impact Teen Drivers: Educate	\$60,000 BIL 405e	\$60,000
TSP-2024-24-01-00 Impact Teen Drivers	Impact Teen Drivers: Educate	\$440,000 BIL 402	\$312,539.23

## BACKGROUND

In Washington DC, according to the Crash Details Table from OpenDC, with data available from June 19, 2017, to October 4, 2022, there were 8,115 injury crashes, and 13% of youth were killed or majorly injured in the crash. Of the 1,023 fatal and major injury crashes, only eight had a crash factor of impairment, while 79 had a crash factor of speed. Impact Teen Drivers' evidence-based and award-winning teen traffic safety programs emphasize the power of good decision-making for drivers and passengers, addressing speed, seat belts, Graduated Driver Licensing laws, and reckless and distracted driving.

Teens and young adults face significant traffic and transportation safety challenges in all roles: drivers, passengers, pedestrians, etc. The unique brain development period in adolescence and young adulthood makes teens and young adults particularly vulnerable to motor vehicle crashes due to factors including risk-taking and peer influence.

Inexperience directly correlates with underdeveloped hazard perception in traffic safety for teens and young adults.

Furthermore, distractions negatively affect the visual and cognitive processes of teen drivers, teen cyclists, and pedestrians, which is associated with decreased safety. Impact Teen Drivers' programs provide participants with concrete strategies to make safer choices in all transportation roles and highlight the power of choice.

## PROJECT GOALS

By September 30, 2024, Impact Teen Drivers will complete the following:

- Customize the 60-minute What Do You Consider Lethal in-person program with a micro-mobility component to align with DC's transportation milieu.
- Build and host a DC webpage suite to disseminate educational materials.
- Customize three ITD Interactive Education Modules for DC: Are We Living in a Dream World, What Do You Consider Lethal, and the DC Parent-Teen Graduated License Program Module (DC GRAD Module).

- Conduct one in-person Train the Trainer Workshop for DC traffic safety champions, including law enforcement, injury prevention personnel, safety educators, etc., with quarterly program webinars.
- Design and conduct a robust public awareness campaign, including social media and press event collaboration, to publicize traffic safety messages.
- Conduct Affected Family Workshops with affected families identified by the District of Columbia Highway Safety Office and mutually agreed upon by Impact Teen Drivers.
- Conduct a youth leadership development workshop focused on empowering student leaders to bring traffic safety programs or messages to their school or community.
- Provide ten custom Education and Outreach Facilitator Resource Kits, including signs for use during presentations and community events.
- Provide 100 Education Kits for ITD-trained facilitators to distribute to educators during programs and community events.
- Provide and customize, when appropriate, educational materials for DC, including an Understanding DC Graduated License Program (GRAD) Brochure.
- Customize the What Do You Consider Lethal program in Spanish, including the micro-mobility component.
- Create two animated videos that educate the viewer on the GRAD program, one in English and one in Spanish--hosted on the ITD DC, webpage.
- Provide three quarterly brief reports and one final full report on grant activities.

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## PROJECT RESULTS

### Program Development & Customization

- The "What Do You Consider Lethal?" Teen Program was enhanced with a shared roadway component to emphasize shared responsibility among drivers, cyclists, and pedestrians.
- Three Interactive Education Modules (IEMs) were developed, covering critical topics like distraction types, GRAD laws, seat belt use, and safe driving speeds. These modules are hosted on a Learning Management System for easy access.
- Two animated videos explaining the Graduated Driver Licensing (GRAD) program were produced, with one in English and one in Spanish, ensuring accessibility for diverse audiences.
- Over 100 co-branded educational resources, including brochures, posters, and educational kits, were created to support outreach efforts.

## **Community Engagement**

- The program directly reached DC residents in Wards 2, 5, 6, 7, and 8 through events, trainings, and outreach activities.
- More than 3,500 students, families, and community members participated in trainings, events, and interactive programs designed to promote safer roadway behaviors.
- Impact Teen Drivers (ITD) participated in significant community events, such as the 4th Annual Roving Leader Day in Ward 5 and National Seat Check Saturday in Ward 8, connecting with hundreds of families.

## **Training & Education**

- ITD conducted Train-the-Trainer Workshops for educators, first responders, and traffic safety advocates, including a full-day session in January 2024.
- Workshop participants demonstrated a 100% increase in confidence in five out of six key safety measures, including traffic safety statistics and engaging teens. Nearly 92% reported improved understanding of GRAD laws.
- Over 20 families in the DC area were identified as potential sources for personal stories, with plans to incorporate their experiences into future educational materials.

## **Public Awareness Campaign**

- The "United We Go" campaign was developed, focusing on shared roadway responsibility. This included developing a new logo, branding, and slogan, finalized after testing with focus groups.
- Surveys were conducted with 104 adults, including 69 from DC wards and 35 from neighboring Virginia and Maryland, to shape campaign messaging.

## **Content Creation**

- A dedicated DC Resource webpage was launched, offering access to educational videos, interactive modules, and downloadable materials.
- ITD produced the "Roadway Rhythm" video, highlighting shared roadway responsibility. This video was targeted at Wards 5, 7, and 8 for greater impact.
- Over 100 customized education kits and facilitator guides were distributed to support program implementation in schools and community settings.

## **Collaboration with Stakeholders**

- ITD partnered with key organizations, including Safe Kids Worldwide, the Washington Area Bicyclist Association (WABA), and DC Families for Safe Streets, to align programming with community needs.
- ITD participated in monthly Safe Communities Meetings, gaining insights to address pressing local traffic safety challenges.

## Impact Evaluation

- ITD's Train-the-Trainer Workshop evaluations revealed that 100% of participants rated their post-training knowledge and confidence as high (4 or 5 on a 5-point scale).
- Customized resources and interactive modules have generated significant interest from DC schools, particularly in underserved communities like Wards 5, 7, and 8.
- The program's multilingual materials and tailored outreach efforts have set the stage for expanded traffic safety awareness and engagement in FY25.

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Project Number/Agency	Project Name	Amount Awarded	Amount Expended
PS-2024-24-03-00/ Safe Routes to School Partnership	Safe Routes to School Partnership: Story	\$98,326.65 SUPP BIL 402	\$56,942.58

## BACKGROUND

Libraries are emerging as key locations for community engagement in transportation and traffic safety, due to their accessibility, diverse user base, and commitment to public service. In the District of Columbia, public libraries have already been involved in activities such as hosting bike repair workshops, providing bikeshare docks, and partnering with Safe Routes to School programs. The Safe Routes StoryWalk® project aims to build on this by creating a public education campaign in Wards 7 and 8 that addresses traffic safety concerns while encouraging walking, biking, and rolling. The project will involve collaboration with community members, local artists, and businesses to design story pages that communicate Vision Zero safety messages in a creative, engaging format. These StoryWalks will be displayed along routes where people frequently walk, bike, or roll, such as near neighborhood libraries, and will provide an interactive way to share safety tips.

The StoryWalk® concept, which originated in Vermont and has expanded globally, typically involves displaying pages of a children's book along a walking path. For this project, however, the story pages will feature messages created by community members in Wards 7 and 8, ensuring the content is relevant to the local audience. Artists from these neighborhoods will help illustrate the pages, and the final stories will reflect the diversity of the communities they serve. The StoryWalk® will not only educate about pedestrian and bike safety but also encourage safe behaviors among all road users, including drivers. A culminating event will celebrate the project and raise awareness, and an online version of

the StoryWalk® will make it accessible to a wider audience. This initiative is seen as a scalable model for using libraries to support traffic safety education across the city.

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## PROJECT GOALS

By September 30, 2025, the Safe Routes Partnership will complete the following:

- Engage at least 350 community members, libraries, artists, and cultural organizations throughout the duration of the project to develop and implement a public messaging and education campaign in the form of two Safe Routes StoryWalks, one in Ward 7 and one in Ward 8. Each StoryWalk® will contain messages that support the D.C. HSO and Vision Zero Office's educational goal of promoting safe travel behaviors.
- Host six to eight community engagement activities in Winter/Spring 2024 to build District and community understanding around bicycle and pedestrian safety issues affecting people living, working, and recreating in Wards 7 and 8 including dangerous driving behaviors, lack of infrastructure, and the need for safe access to everyday destinations (transit, schools, libraries, recreation centers, businesses, etc.).
- Develop and publish a Safe Routes StoryWalk® toolkit in early Fall 2024 to serve as a model for partnering with libraries, artists, and cultural institutions on traffic safety education and engagement initiatives.
- Support the D.C. HSO Safe Community Program by attending monthly meetings and submitting monthly reports with project updates by attending at least eight meetings.

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## PROJECT RESULTS

The Safe Routes Partnership reported the following results for each quarter:

### Quarter 1

Safe Routes Partnership began initial outreach to libraries in Wards 7 and 8. The DC Public Library Outreach Librarian connected us with six neighborhood library branch managers who were interested in the StoryWalk® project. We met with three of the branch managers and selected two sites: Benning Library in Ward 7 and Bellevue Library in Ward 8. Both library branches expressed traffic safety concerns around their buildings including vehicles traveling at high speeds. They also expressed the importance of libraries as everyday destinations, especially for unhoused people and people struggling with mental illness and addiction. They want to make sure those perspectives are incorporated in our outreach

and engagement efforts. On a fun note: One of the branch managers suggested that the story pages can be designed to look like traffic signs. The creativity is already flowing!

Following these discussions, we made plans to conduct outreach at Coffee and Conversation events at both library branches. These events are open forums for community members to discuss issues that are important to them.

We have designed a few creative crowdsourcing opportunities including a model-building activity, a butcher paper graffiti wall, and a hands-on survey to target different audiences and allow people to share quick feedback.

We also met with fellow grantees from WABA and Safe Kids DC to discuss potential collaborations. We identified a community engagement consultant in Ward 8.

He is a traffic safety advocate from the Bellevue neighborhood who we have partnered with on past safety projects. We selected him based on his longtime traffic safety advocacy and knowledge of the Bellevue neighborhood (he lives two blocks away from the library). He also has a track record of being an active and engaged partner who deeply cares about traffic safety in his community.

## **Quarter 2**

The Safe Routes Partnership continued outreach sessions at Benning Library and Bellevue Library. We attended a Coffee and Conversation event at Benning Library on January 31st where we introduced the StoryWalk® project library staff and visitors (around ten people in attendance). Staff shared how the library is an essential destination for DC's unhoused population. Along with being a safe, comfortable indoor space, the library provides a number of social services including housing assistance and food assistance. A number of people at Coffee and Conversation were currently experiencing housing insecurity and were at the library to meet with mentors and service providers. Library staff made it clear that road safety impacts unhoused people in unique ways and that safe, easy access to libraries should be a top priority.

We also attended three Coffee and Conversation events at Bellevue Library on February 6th, February 20th, and March 23rd. Again, library staff and visitors shared how they use the library to access social services and community resources. People agreed that road safety has improved in the neighborhood, especially with new safety improvements along South Capitol Street. Their main focus was on supporting youth in the community and making sure that kids can easily access the library. Participants also shared that they want to increase community connectedness. To them, safety is shared responsibility. That means people need to get to know each other, look out for each other, and hold each other accountable.

We conducted additional outreach tabling in March along with Safe Kids DC and our StoryWalk® artist, Rebecca Crouch. Rebecca brings a wealth of experience to the project as a former elementary school principal at DC Scholars (Ward 7). Rebecca is committed to community engagement and integrating the history of the neighborhoods into each StoryWalk® design. We also shared road safety data (Vision Zero website, crash dashboard) along with information about Safe Routes to School and Safe Routes to Parks to give Rebecca ideas for how to integrate safety messaging into the StoryWalk®.

### **Quarter 3**

To celebrate Bike Safety Month in May, the Safe Routes Partnership planned and implemented a series of activities at Benning Library and Bellevue Library. We collaborated with our partners from Safe Kids DC and Seasoned Settlers to lead bike safety demonstrations, a bike riding courses, and a bike-themed crafts for kids and adults. Event planning began in April. We has several internal partner meetings to discuss scheduled, logistics, and event promotion. Our two events at Bellevue Library took place on Monday, May 6<sup>th</sup> and Monday, May 20<sup>th</sup>. We engaged around 15-20 library visitors throughout the three-hour session, including several meaningful conversations about traffic safety in the area. Two parents who regularly visit the library with their kids commented that the library is one of the only places in the neighborhood that offers free programming at a convenient location. They both walk their kids to and from school and the library is along that travel route.

We also had two successful sessions at Benning Library on May 22<sup>nd</sup> and May 30<sup>th</sup>. We did a similar set of activities to the ones from Bellevue but we stayed indoors due to the heat. We also had similar attendance numbers to Bellevue and had several families stop by after school. Many of the kids we spoke knew how to correctly wear a bike helmet and were interested in receiving bike safety materials from Safe Kids DC. A lot of kids also talked about riding scooters more than biking, either because their bikes were broken or they did not have a bike. Parents also asked about bike and bike helmet giveaways. There seemed to be giveaways that happened in the past but funding is no longer available. Visitors also made bike safety bookmarks and buttons to take home. One visitor was interested in making reflective and glow-in-the-dark bracelets with bike safety messages.

In June, we began initial planning for summer outreach at THEARC in partnership with Safe Kids DC. We also started discussions with Parklands-Turner Library about doing a few road safety events with Seasoned Settlers.



#### Quarter 4

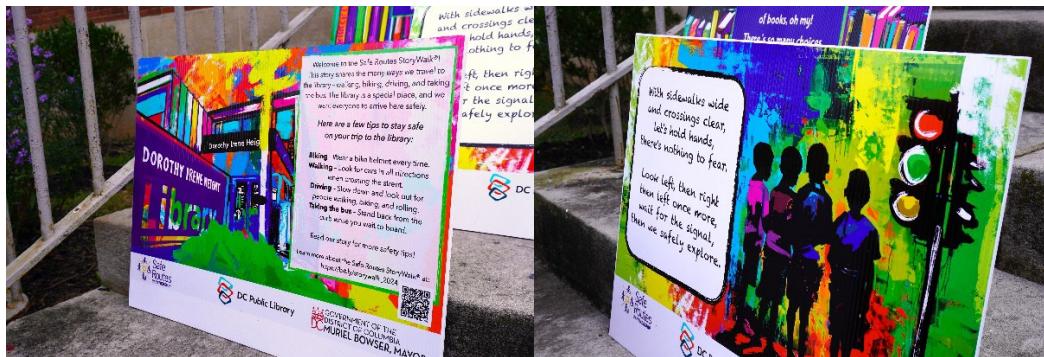
The Safe Routes Partnership continued outreach activities in partnership with DC Public Library, Safe Kids DC, Seasoned Settlers, and WABA. This fall, we hosted “crafting and conversation” sessions at Bellevue Library and Benning Library. Participants made traffic safety zines, buttons, and bookmarks. We also participated in a special summer outreach event at Parklands Turner Elementary School in partnership with Seasoned Settlers and Giant Foods. Twelve youth participants received a bike safety demonstration from Seasoned Settlers, made bike safety buttons and bookmarks, and made healthy snacks with a nutritionist from Giant. This was an opportunity to expand our outreach to a new community in Ward 8 and discuss traffic safety concerns along Alabama Avenue.

In September, we participated in WABA’s Youth Safety Town Hall at the Founteroy Community Enrichment Center in Ward 7. We engaged over 40 youth participants in traffic safety craft activities that included walk, ride, and roll zines and a glow-in-the-dark friendship bracelet station. We encouraged participants to make one bracelet for themselves and one for a friend. The bracelet activity was inspired by a conversation at one of our outreach events at Benning Library. One of the visitors at our table expressed interest in making glow-in-the-dark bracelets to raise awareness about pedestrian and cyclist visibility. We took his idea and created this activity for the youth safety town hall as a way to engage teen audiences. The activity was so successful that we incorporated it into additional outreach sessions at the libraries.

Our project culminated with two StoryWalk® installations at Benning Library and Bellevue Library. Each StoryWalk® consists of ten panels with custom artwork and traffic safety messages about walking, biking, driving, and taking transit to the library. The “cover pages”

for each installation link to a QR code where visitors can learn more about the project and view our online resource. The StoryWalks were printed on durable yard signs that can withstand inclement weather. We placed the panels in metal stands that are nailed into the ground. While this is not a permanent installation, both projects have been up for over a month. We strategically placed the StoryWalks along heavily used routes. The Bellevue installation is located along a route where students from Leckie Elementary travel to the library after school. The Benning installation is along Benning Road and is highly visible to people walking, biking, rolling, driving, and using transit. We have received positive feedback from library staff and visitors about the vibrant artwork and positive messaging.

Due to our delayed printing timeline, we were not able to host culminating events at each library to celebrate the StoryWalks. Instead, we are incorporating the StoryWalks into Ruby Bridges Walk to School Day celebrations on November 14<sup>th</sup>. We also combined our StoryWalk guide and StoryWalk GIS map into one [online resource](#) to share with project partners and with our Safe Routes network over the next few months. We also had project reflection meetings with our partners at Seasoned Settlers and Safe Kids DC. We made sure they are connected with our DC library partners and we look forward to supporting their work.



Project			
TSP-2024-24-02-00/ Catholic University	Catholic University: BEST Program	\$58,387 FAST ACT 402	\$0.00

## BACKGROUND

The safety of all road users in the District of Columbia is a critical issue, with 14 bicyclists and 83 pedestrians dying between 2017 and 2023. To achieve zero road fatalities, a shift in

safety culture is needed, including educating youth about the importance of all road users and promoting safe behaviors. While traffic safety education has historically focused on younger children, high school students are often overlooked, despite their vulnerability as pedestrians and cyclists. With many high schools located near high-risk corridors, such as those near Dunbar and Roosevelt High Schools, transportation safety education for teens is crucial.

Current initiatives, like the National Summer Transportation Institute, emphasize career awareness rather than safety culture, indicating a need for a more targeted approach to reduce fatalities and injuries among teens. Catholic University is well positioned to fill this gap through a comprehensive high school curriculum that combines STEM interests and traffic safety messaging.

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## PROJECT GOALS

By September 30, 2025, Catholic University will implement the following:

- Engage eight high school's classrooms in an experiential lab-based transportation safety activity. The goal is to engage with (at least) four high schools, eight teachers, and 150 students. Upon successfully learning about bicycle and pedestrian safety needs through a transportation engineering activity in a STEM class, students will receive a branded high-visibility vest.
- Create a two-day workshop for high school students on safer transportation design. The goal is to have at least twenty students engage with safety material by learning, designing, and implementing a temporary intersection treatment to improve safety during the project-based workshop.
- In addition to these objectives, additional outreach will be conducted by distributing lesson plans to teachers online and sharing printed materials with parents.

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## PROJECT RESULTS

The BEST program director, Dr. Kiriazes was supported by a team of three CUA engineering students. Over the grant period, the team completed the following activities to meet project goals:

- **Developed and organized three 75-minutes lesson plans and workshop activities:** These plans introduce transportation engineering safety design concepts and include memorable active components. Lessons included calculating stopping sight distance with toy cars, identifying cones of visions in different scenarios, and measuring walking speeds for pedestrian signals. Lessons simplified topics and

labs taught in university-level courses. These lessons were developed by a transportation engineering professor (Dr. Kiriazes). A two-day workshop, similar to a “hack-a-thon”, was on July 15 and July 16th, 2024. Students identified real solutions for safer roads and/or safer speeds in DC with a focus on pedestrians and bicycle engineering.

- **Trained Student Assistants:** Two undergraduate and one graduate CUA students were trained on safety concepts, materials related to the lessons, and how to engage with high school students. Students assisted with lesson and workshop implementation.
- **Performed Outreach and Scheduled School Visits:** During the spring semester, the PI contacted DC high schools educators to find classroom time for the lessons. To implement the in-class activities, the PI directly reached out to the four public highschools in the District located within 0.5 miles of a corridor identified in the High Injury Network. Additionally, a flier with contact information and a scheduling request form for the program was distributed to teachers through DC Public Schools. A website was established to link information and programming. The date and timing for the workshop was determined with input from high school partners and availability of CUA facilities. The summer two-day workshop was promoted by having STEM educators invite students to participate in the workshop. Additional information was posted on the BEST Facebook page. Outreach was conducted and will continue after the grant period as the lesson plans are available to teachers and parents online (<https://sites.google.com/cua.edu/bestdc>).
- **Hosted In-Class Traffic Safety Activities:** The PI led interactive lessons in the classroom with support from CUA students helpers and high school teachers. The team attended Dunbar High School for two days for in-class lessons on June 6th and June 7th, 2024. The 50 students impacted were part of NAF Academy of Engineering and in 9th,10th, and 11th grade. The team attended Anacostia High School for one day of in-class lessons on June 10th. The 15 students impacted were a part of the CTE program and in 10th and 11th grade. The team attended Roosevelt High School for two days of in-class lessons on June 11th and June 12th. The 60 students impacted were in 10th grade math. Only two lessons were completed per school instead of the planned three were completed in the schools due to scheduling limitations with teachers and content. The ADA accessibility lesson was not tested in the classroom but will be tested in future camps. The lessons on speed and intersection geometry were introduced in Dunbar and Roosevelt classrooms while in Anacostia a lesson on speed and discussion on careers was implemented. The BEST team conducted activities over a total of 14 class periods.
- **Hosted Student Workshop:** The two-day workshop on CUA’s campus engaged with students at a deeper level than just the classroom activities by introducing site visits, activities introducing teams and safety concepts, and a safer intersection

design project. The workshop was open to all high school students in the DC area and publicized through the classroom lessons and online groups. 10 students participated in the two-day workshop.

- **Developed and Analyzed Feedback from Workshop and Classrooms Activities through Traffic Safety Culture Survey:** A CUA student with a survey research background developed, implemented, and analyzed results examining change in safety culture research due to activities. The effectiveness of the program was measured through the implementation of the optional pre/post feedback survey.
- **Completed all narrative reports, claims, and other required documents:** To maintain frequent communication with DC HSO and team direction towards project goals, the PI will submit scheduled quarterly reports. The PI attended HSO Required Program Launch & Training in October 2023 and DC Monthly Safe Communities Meetings. The PI plans to attend future DC Monthly Safe Communities Meetings (although no longer required) to stay active in the network. Additionally, this network has lead to the development of the Catholic University's Involvement in the DC Collegiate Traffic Safety Network
- Beyond the initial proposed project activities, the PI developed and led a Walk Audit Bingo activity at WABA's DC Youth Traffic Safety Town Hall on September 7, 2024. At this event, students received safety vests. Additionally, the PI partnered with Seasoned Settlers to distribute safety vests to students at the Art All Night event on September 28, 2024.

Quantitative results from this project include:

- **Number of high schools partnership:** The grant goal was to partner with 5 schools and this goal was partially met with newly developed partnerships at 4 schools (80% of goal) These partnerships include Dunbar, Roosevelt, Anacostia, and Bishop Ireton. Additional contacts were established at McKinley Technology High School and Archbishop Carroll High School but partnership activities were not developed due to timing issues (the end of the school year was too busy to add additional activities).
- **Perceived danger of aggressive driving behaviors and support for safety countermeasures from students and teacher participants before and after activities:** The grant goal was to see a 10% increase in perceived danger of aggressive driving behaviors. This goal was met as there was a 22% increase of survey respondents that rated “driving while holding and talking on a cell phone” as extremely dangerous.
- **Number of local agencies, transportation organizations, and transportation engineering firm partnerships:** The goal of developing 3 partners for the workshop was not met as only 2 partnerships were established for the workshop (the Institute

of Transportation Engineering and the Vision Zero team). This goal was not completed as support from ITE was sufficient for developing the workshop.

- **Number of impressions from online material (i.e. lesson downloads and video views):** The goal to track the dissipation of online material was not met due to technology limitations (i.e. the website does not count the number of downloads).
- **Number of pedestrian and bicycle injuries adjacent to high schools:** The grant goal was for zero injuries adjacent to the targeted high schools and unfortunately this goal was not met. Near Dunbar High School, a cyclist was injured in September 2024. Near Roosevelt High School, a pedestrian was injured on August 2024 and a cyclist was injured in June 2024.
- **Number of monthly HSO meetings attended by BEST team:** The grant goal was to attend all DC Safe Community Meetings and this goal was partially met with 10 of the 11 meetings attended (90%).

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## IMPAIRED DRIVING (DRUGS AND ALCOHOL)

District law defines impaired driving as a person's ability to operate or be in physical control of a vehicle is affected as a result of consuming alcohol or a drug or a combination thereof, in a way that can be perceived or noticed. Alcohol intake and substance abuse are the most common causes of impaired driving. According to NHTSA, an alcohol-impaired driving fatality is one that involves a driver with a BAC of 0.08 g/dL or higher. The term driver refers to the operator of any motor vehicle, including a motorcycle. Drivers under 21 years old are not allowed to have any measurable amount of alcohol in their systems.

The HSO continues to partner with various agencies to incorporate proven, effective strategies to help address impaired driving in the District. These include:

- **Strengthen Implementation of Impaired Driving Laws.** Partner with the OAG to effectively prosecute impaired drivers and provide training to prosecutors and law enforcement on the complexities of an impaired-driving case.
- **Increase Chemical / Drug Testing.** Partner with Office of the Chief Medical Examiner (OCME) to increase the detection of drugs and other illicit substances to strengthen impaired driving cases and to reduce the testing turnaround.
- **Enhance Enforcement Efforts.** Partner with the MPD to expand saturated patrols and monitoring underage drinking at various establishments.
- **Conduct Education and Awareness Campaigns.** Partner with the Washington Regional Alcohol Program (WRAP) and the McAndrew Company to increase safety awareness throughout the District and the region.

The impaired-driving program qualifies for the NHTSA 405 grant as a mid-range State, reflecting ongoing efforts to reduce impaired driving in the District.

The following section summarizes projects implemented in FY2024.

Project Number/Agency	Project Name	Amount Awarded	Amount Expended
AL-2024-24-01-00 Higher Education Center for Alcohol and Drug Misuse Prevention and Recovery	HECAOD: Campus Community Partners	\$109,469 BIL 402	\$21,332.85

## BACKGROUND

Alcohol and drug use continue to be a factor in a substantial number of crash related injuries in deaths. Nationally there has been a 14% increase in the number of alcohol-related crashes from 2020 to 2021. Locally in the District of Columbia, nearly 30% of traffic fatalities were alcohol-related between the years 2017 – 2021. The 18-24-year-old population continues to be a high-risk group as it relates to impaired driving crashes. In the District of Columbia in 2021, 18–24- year-old accounted for 1/3 of drivers under the influence of alcohol or drugs that were involved in fatal crashes.

As the most effective impaired driving prevention strategies center environmental approaches, a collaborative approach between campuses and their communities is critical for successfully reducing impaired driving among 18–24-year-olds. The District of Columbia is unique in that 25 accredited IHEs exist within its 68 square miles. The five largest of these- George Washington University, Georgetown University, American University, Howard University, and Catholic University of America- have a combined enrollment of nearly 80,000 students. Although these institutions share a community, there is not evidence of a concerted effort to work with community stakeholders and each other to address traffic safety or substance misuse concerns.

A collaborative effort between campuses and their communities is essential for successfully reducing impaired driving among young adults in the District.

## PROJECT GOALS

By September 30, 2024, the Higher Education Center will complete the following:

- Educate campus professionals and community partners on effective impaired driving prevention strategies
- Establish a campus-community coalition that consists of at least three institutions of higher education and three community partners. The organization of the coalition will follow *Networked Improvement Community* structures, in that it will facilitate campuses working from common improvement goals, shared theory of change, and measures that provide real-time feedback

- Assess the current environment, including risk and protective factors, that influence the decision for college students to drive/ride while under the influence of alcohol or drugs
- Develop a brief measure that can be used for the surveillance of impaired driving behaviors and document improvement as the campuses implement strategic actions that will theoretically produce change

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## PROJECT RESULTS

### Project Overview & Initial Engagement

- The team worked to identify key campus personnel at five DC universities—George Washington University, Georgetown, Howard University, Catholic University, and American University—who would play a role in senior wellness, campus safety, and off-campus services. These individuals were included in an invitation list for an initial meeting, created in collaboration with HSO and their grantees at each institution, as well as community partners.
- Two members of the HECAOD team traveled to DC for the required grant kick-off meeting. During this trip, an additional introductory meeting was arranged for campus and community stakeholders on October 11 from 1:00 to 4:00 p.m.
- During Q1, four campuses participated in meetings, and outreach was made to an additional campus (Gallaudet). Six community and government partners also participated. In Q2, efforts continued to engage campuses, with American University successfully onboarded after previously limited involvement. Commitments were secured from George Washington University, American University, and Catholic University.

### Training & Technical Assistance

- In Q1, HECAOD conducted initial training on collegiate impaired driving during the October kick-off call.
- In Q2, HECAOD provided training on environmental assessments, a key step in the planning process.
- In Q3, HECAOD met individually with George Washington University, Catholic University, and American University to address their specific concerns and offer technical assistance. During the May in-person meeting, further training was provided on comprehensive prevention strategies, linking impaired driving and riding issues to campus priorities.
- HECAOD hosted an in-person meeting with existing campus teams to connect traffic safety issues to campus priorities, introduce comprehensive prevention strategies, and explain the benefits of a driver diagram.

## **Environmental Scan & Campus Support**

- A tool was developed by HECAOD to help campuses measure their environment in relation to traffic safety and substance use. The team invited Allison Smith from ANEW to train campuses on the importance of understanding the problem before proposing solutions, with training on environmental scans provided on March 7, 2024.
- HECAOD Leadership traveled to DC in late January to meet with campuses. They successfully met with George Washington University, but the meeting with Howard University was canceled. After returning, the team met with Howard, Catholic, and American Universities to assess their current efforts and gaps.
- These efforts continued in Q3 with individual meetings to review environmental scan progress. Liz Branham (HECAOD Traffic Safety Specialist) provided additional one-on-one support in Q4 to aid environmental scan completion.
- By the end of Q4, only George Washington University had completed their environmental scan, and a report of the findings was submitted.

## **Scarlet Canvas Course Development**

- The team completed the structure for the Scarlet Canvas course, which will be launched for NIC participants once commitments are finalized.

## **CIDC Collaboration & Data Collection**

- In Q1, HECAOD collaborated with the Collegiate Impaired Driving Collaborative (CIDC), a group convened monthly since May 2021, to identify existing measures used to collect data on impaired driving behaviors. The American College Health Association's National College Health Assessment was identified as the primary measure used by campuses.
- After collecting data on current measures, HECAOD and the CIDC analyzed the tools and identified a gap: none of the existing measures addressed the use of micro transportation after consuming alcohol, cannabis, or other drugs.
- The CIDC developed a candidate measure to better understand traffic safety behaviors among college students. This new measure was piloted in Q1 at San Diego State University as part of their monthly WISHES survey.

## **Ongoing Engagement & Resource Awareness**

As it took longer to engage campuses, the focus shifted toward improving interaction and increasing awareness of available resources.

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Project Number/Agency	Project Name	Amount Awarded	Amount Expended
M5HVE-2024-24-01-00 Alcoholic Beverage and Cannabis Administration (ABCa)	ABCa DC Double Check Program	\$192,558.40 BIL 405d (MID)	\$52,566.96

## BACKGROUND

The Alcoholic Beverage and Cannabis Administration (ABCa) is an independent District Government agency responsible for regulating alcohol and medical cannabis in the District. The DC Double Check Program is managed by ABCa's Enforcement Division, which includes 18 highly trained investigators. These experts in DC's alcohol and cannabis laws receive comprehensive and progressive training, focusing on detecting fraudulent identification documents, identifying overservice of alcohol to intoxicated persons, preventing the sale of alcohol to minors, and conducting educational outreach on the safe and responsible consumption of alcohol and cannabis.

## PROJECT GOALS

- By September 30, 2024, establish educational partnerships with public, charter, and private high schools in DC to deliver interactive programs on the harms of underage and binge drinking, targeting youth before the average initiation age of 16.7 years.
- By June 30, 2024, acquire and implement five interactive and technologically advanced tools to enhance education on the harms of underage and binge drinking, replacing outdated materials and expanding engagement opportunities.
- By September 30, 2024, expand the underage drinking compliance check program and operate for at least nine consecutive months of the fiscal year.
- By September 30, 2024, provide domestic and international ID Check Guides to off-premises, on-premises, manufacturer with onsite sales and consumption permit, and third-party delivery license holders during regulatory inspections, ensuring accessibility for all licensees.
- By September 30, 2024, increase the frequency of virtual ID Compliance Training sessions, accommodating high turnover rates in the hospitality industry and providing essential training for new employees.
- By September 30, 2024, introduce a GPS-based fleet maintenance tracking system to monitor investigator driving performance, enhance accountability, and support safe vehicle operation.

- By September 30, 2024, equip investigators with tools to validate driver licenses and photo IDs in real time, ensuring the ability to address rapidly improving fake ID technology and future digital ID implementations.

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## PROJECT RESULTS

- **Q1:** Visited 8 establishments, deployed Intellicheck ID checker, no confiscated IDs, 1 DC Double Check event at American University, and 3 presentations at local universities.
- **Q2:** Visited 9 establishments, 80 IDs checked and 23 confiscated, 2 DC Double Check events, and 2 presentations at Gallaudet University.
- **Q3:** Visited 5 establishments, 81 IDs checked and 11 confiscated, no DC Double Check events, Sales to Minor (STM) Program launched, visited 155 locations, and recorded 40 sales to minors.
- **Q4:** Visited 6 establishments, 428 IDs checked and 45 confiscated, no DC Double Check events, STM recorded 70 sales to minors.

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Project Number/Agency	Project Name	Amount Awarded	Amount Expended
FDLCS-2024-20-24-01	OAG DUI Prosecutors	\$493,045.33 BIL 405d (LOW)	\$241,808.31
M5CS-2024-24-01-00  Office of the Attorney General	OAG: DUI Prosecutors	\$374,646.67 BIL 405d (MID)	\$374,646.67

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## BACKGROUND

Impaired-driving cases, handled by the OAG Criminal Section, are among the most challenging and require specialized expertise. The Traffic Safety Resource Prosecutor (TSRP) and DUI Prosecutors play a crucial role in effectively and efficiently prosecuting these cases. They support law enforcement in conducting better investigations, take a tough stance on impaired driving offenses, and work to protect the citizens of the District.

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## PROJECT GOALS

By September 30, 2024, OAG will complete the following:

- Review paperwork and body-worn camera footage, request preservation of chemical samples, assist with search warrants, and identify necessary video preservation.
- Screen offenders, participate in meetings and hearings, prepare files, review pre-trial reports, and attend graduations.
- Handle demanding DUI cases, request ignition interlock devices, represent the District in court, prepare legal pleadings, file enhancements, negotiate plea agreements, and prepare legal documents.
- Provide advice and trial strategy, respond to inquiries, and consult on DUI cases.
- Attend conferences, participate in training, and prepare quarterly reports.
- Assist with litigation, maintain statistical information, log defendants, and maintain a Drug Court spreadsheet.

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## PROJECT RESULTS

- **Case Management:** Closed 339 cases, referred 93 for ignition interlock devices, and 136 to Drug Court.
- **Legal Filings:** Filed 123 enhancement cases and 166 motions for protective orders.
- **Case Screening and Hearings:** Screened 908 DUI cases and conducted 722 drug court review hearings.
- **Litigation Efforts:** Filed 14 notices of experts, 63 additional pleadings, and tried 18 cases/motions hearings.
- **Evidence Review and Discovery:** Reviewed files, body-worn camera footage, and conducted plea negotiations.
- **Support to Peers:** Responded to peer attorneys' questions on DUI legal issues.
- **Professional Development:** Attended conferences, trainings, and meetings related to DUI prosecution and traffic safety.
- **Annual Hours:** DUI prosecutors spent approximately 4,992 hours on litigation; paralegals spent about 1,608 hours on support tasks.
- **Paralegal Contributions:** Built 261 jackets, redacted 143 packets, requested 120 criminal records, and performed various other administrative tasks.
- **Data Maintenance:** Maintained spreadsheets and statistical information on DUI cases not captured by the case management system.
- **Expert Resource:** Provided expertise and assistance to prosecutors on traffic safety offenses and legal issues.

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Project Number/Agency	Project Name	Amount Awarded	Amount Expended
TC-2024-24-02-00	OAG/DDOT: TSRP	\$222,000 BIL 402	\$187,901.84

## BACKGROUND

The Traffic Safety Resource Prosecutor (“TSRP”) is critical for a well-functioning criminal justice system. The District of Columbia Department of Transportation (“DDOT”), in conjunction with NHTSA, is authorized to fund a TSRP. The TSRP trains and educates prosecutors and law enforcement how to better perform their duties, from the constitutional rules governing initial investigatory stops, to arrests, charging decisions, administrative rules, criminal procedure, and all the way through jury trial, sentencing, and appeal. A dedicated and experienced educator means these training courses are formal, regular, and high quality. Beyond training, the TSRP is a central hub of institutional DUI knowledge, which means even offices that have faced employee turnover will not lose the lessons learned by previous generations of criminal justice professionals. Finally, the TSRP is an always-available expert resource for prosecutors, law enforcement, judges, DDOT and other city agencies. The TSRP serves on task forces and committees, provides legislative guidance, and serves as a national subject matter expert for other prosecutors and stakeholders.

## PROJECT GOALS

- Increase the ability of prosecutors and law enforcement to effectively present and prosecute traffic safety violations, particularly focusing on impaired driving, by providing specialized training, legal research, practical resource materials, and “real-time” trial support throughout the District by September 30, 2024.

## PROJECT RESULTS

- **Training and Knowledge Development:** Attended over 30 trainings on traffic safety and impaired-driving issues; hosted/conducted over 25 training sessions for traffic safety professionals.
- **Collaborations and Meetings:** Met quarterly with NTLC, maintained relationships with TSRPs nationwide, and attended key conferences.
- **Law Enforcement Support:** Met with various law enforcement agencies and facilitated quarterly DUI enforcement meetings and annual DRE meetings.

- **DRE Coordination:** Served as the District's Drug Recognition Expert Coordinator and worked to create a DRE program.
- **Community Outreach:** Participated in events like WRAP SoberRide Kick-Offs and DC's Vision Zero.
- **Legal Support:** Communicated trends in impaired driving to prosecutors, facilitated specimen preservation, and supported pretrial discovery.
- **Advocacy and Legislation:** Advocated for changes in traffic safety laws and reviewed the effectiveness of current laws.
- **Transition in Meetings:** Replaced formal IDTF meetings with monthly safe communities meetings.

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Project Number/Agency	Project Name	Amount Awarded	Amount Expended
AL-2024-24-02-00 Office of the Chief Medical Examiner	OCME: Chemical Testing Impaired Drivers	\$350,340 BIL 402	\$310,231.10

## BACKGROUND

The Office of the Chief Medical Examiner (OCME) is part of the District's Public Safety and Justice Cluster (PSJC). Its Toxicology Division handles postmortem and human performance analyses, including DUI and DUID casework.

District law includes specific penalties for impaired drivers. A component of determining impairment includes supporting forensic toxicological analyses. The identification of impairing substances and knowing the frequency in which said substances appear can inform not only the legal proceedings but also outreach and campaign efforts within the community. District unpublished preliminary data from fiscal year 2022 demonstrates that ethanol continues to be the number one substance detected in impaired driving cases. The cannabis metabolite (THCCOOH), followed by phencyclidine and the cocaine metabolite benzoylecgonine are among the top drugs identified within the blood and urine samples. The majority of tested individuals ranged between 0.10 – 0.14 g/210L, followed by 0.00 – 0.04 g/210L, and 0.15 – 0.19 g/210L at 25%, 21%, and 19%, respectively.

## PROJECT GOALS

By September 30, 2024, OCME will complete the following:

- To maintain both the comprehensive testing panel and turn-around time.
  - Ensure methodology continues to meet performance criteria; Receive funding for testing supplies; Receive funding to maintain the contract on the DUI EasyRA; Maintain 2 FTE funded employees; and Train the 2 FTE's for both testing lab and breath alcohol needs.
- To support the BrAC program and maintain its accreditation.
  - Host EC/IR II Operator training course with law enforcement throughout the year; Receive funding for breath alcohol supplies (e.g. certified dry gas standards); Receive funding for the calibration of BrAC equipment (e.g. manometer); Receive funding for BrAC proficiency testing; Receive funding for Intoximeters technical support for the BrAC instruments; and Receive funding to maintain the pending BrAC Accreditation.
- To produce and share data specific to ethanol concentrations and drug trends in suspected impaired drivers at least quarterly throughout the fiscal year.
  - Timely testing and reporting; Maintain 2 FTE funded employees; Provide comprehensive BrAC quarterly reports; Provide comprehensive quarterly reports for blood and urine; Provide trainings to stakeholders, upon request; and Present data at a national conference and for local stakeholders
- To expand knowledge of impaired driving toxicology to include new techniques and sample types.
  - Obtain textbooks, electronic journal articles, and published literature pertaining to DUI, court room testimony, drug effects, drug, oral fluid specimens, etc.; Attend conferences (e.g. AAFS, IACT, etc.) intended to improve knowledge base pertaining to method development, analysis, reporting or testimony; and Attend trainings and workshops (e.g. Borkenstein alcohol, Intoximeters, etc.) intended to improve knowledge base pertaining to method development, analysis, reporting or testimony.

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## PROJECT RESULTS

- On average, over 88.75% of cases submitted for suspected impaired driving were reported within 60 days, with the rest within 90 days.
- The grant remains fully staffed, and toxicologists are in training for BrAC maintenance (level 2 of 4).
- Funded employees to review DUI cases weekly to ensure timely testing.
- The BrAC program held its first Operator training class for law enforcement, with high engagement. The Deputy Chief Toxicologist is now a certified BrAC Operator.

### **Quarterly Evidential Breath Test Results:**

- **Q1:** Administered 60 evidential breath tests, with most positive results ranging from 0.15 – 0.19 g/210L. One Operator training class produced 11 new certified officers. Onboarded a new LIMS to streamline data processing. All suspected impaired driving cases reported within 90 days.
- **Q2:** Administered 85 evidential breath tests, with most positive results ranging from 0.15 – 0.19 g/210L. One Operator training class produced 6 new certified officers, bringing the total to 185.
- **Q3:** Administered 60 evidential breath tests, with most positive results ranging from 0.15 – 0.19 g/210L. One Operator training class produced 11 new certified officers.
- **Q4:** Administered 60 evidential breath tests, with most positive results ranging from 0.15 – 0.19 g/210L. The Operator training class was canceled, but the recertification class was held successfully.

Throughout the year, OCME maintained six toxicologists for instrument calibration, certification, and repair. The new LIMS is expected to reduce wait times for law enforcement and legal stakeholders.

Additionally, OCME reported the following during FY 2024:

- Maintained two funded employees focused on DUI testing, continued their training and casework.
- Procured testing and method maintenance supplies.
- Procurement and utilization of contracts for technical support and maintenance.
- Procured BrAC supplies, equipment, calibration, tech support, and proficiency tests (PO702045 – BrAC ECIR II Repair; PO701211 - BrAC Supplies; PCARD – BrAC proficiencies).
- Maintained BrAC accreditation.
- Compiled and shared testing and breath data with stakeholders quarterly.
- Presented redacted information at a national conference.
- Obtained texts and published literature.

Project Number/Agency	Project Name	Amount Awarded	Amount Expended
M60T-2024-24-01-00  M60T-2024-20-24-01  Washington Regional Alcohol Program	WRAP DC Public Information & Education and Outreach Impaired	\$282,688.25 FAST ACT 405d (LOW)	\$282,688.25
	WRAP Driving Prevention	\$102,311.75 BIL 405d (LOW)	\$44,404.19

## BACKGROUND

Having commemorated its 40th year in 2022, the nonprofit 501(c)(3) WRAP is a public-private partnership working to prevent drunk driving and underage drinking in the Washington metropolitan area. Through public education, innovative health education programs, and advocacy, WRAP is credited with keeping Metro Washington area alcohol-related traffic deaths lower than the national average. WRAP, however, may best be known to area residents for the organization's popular free saferide service for potential drunk drivers—SoberRide®, a public safety initiative. Since 1991, WRAP has provided 86,805 no-cost, safe rides home for Greater Washington residents who otherwise might have driven impaired. In FY 2023, at the time of the 2024 application submittal, District residents made up 66% of total ridership for WRAP's SoberRide program, which has increased dramatically since the start of the pandemic. Over the three campaigns (Halloween, Holidays and St. Patrick's Day), there were a total of 2,845 safe rides given, with District residents making up 1,874 of those rides. Overall rides that originate in the District, over the three campaigns, represent 67% (1,898) of the 2,845 total safe rides given.

## PROJECT GOALS

By September 30, 2024, WRAP will complete the following:

- Update and maintain WRAP's website and social media sites with current news releases, upcoming events and program information.
- Continue to serve as a resource for referrals to a host of audiences, including DC's Mayor's Office of Nightlife and Culture, the District of Columbia's Impaired Driving Task Force, and host speaker for the District's Sports Junkies Holiday Show, regarding the issues of impaired driving and underage drinking as well as explore opportunities to better compile and disseminate such information.
- Attend the 2024 Lifesavers Conference in Denver, CO and/or the 2024 GHSA conference in Indianapolis, IN by President and/or Program Manager. President will attend NHTSA Region 3 meetings.
- Promote and conduct educational programs and related events in District of Columbia high schools and within the youth community groups on risky behaviors and the consequences associated with underage drinking and impaired driving.

- Expand WRAP's role to help serve as a coordinator and resource for local high school organizations promoting alcohol and drug-free lifestyles to their peers.
- Continue WRAP's leadership role in local, regional and national coalitions concerning traffic safety and alcohol related issues.
- Promote and conduct five SoberRide campaigns (Halloween 2023, Holiday Season 2023, St. Patrick's Day 2024, Cinco de Mayo 2024 and Independence Day 2024) on the importance of having a safe ride home.
- Continue to promote and conduct WRAP's Safe and Vital Employees (SAVE) initiative educating local employees and military personnel about impaired driving laws and consequences.
- Reach residents, employees and or military personnel reached via presentations given at military facilities and participation at health fairs and other community events. This program is upon demand and its users have been predominately DC area military. For FY 2024, the goal would be to conduct 1 or more presentations.
- Continue WRAP's leadership role in DC Office of the Attorney General's regularly convened DUI Enforcement meetings coordinating DUI enforcement activities in city and amongst prosecutorial (AOAG, USDOJ), law enforcement (MPD, USPP, USSS and USCP) and other (OFTS, MDSAA, NDAA) partners. Upon sought participation of said collective stakeholders, such a role will evolve to serving as a catalyst for the sought creation of a larger DC DUI task force.
- Explore opportunities to educate college students about impaired driving, create and provide impaired driving resources to colleges and universities throughout the DC area, as well as carry out initiatives that will educate college students about impaired driving and reduce the number of young adults killed or injured in crashes.

Additionally, the following tasks will be completed:

- By December 31, 2023, WRAP will conduct WRAP's 26th annual winter award program recognizing area law enforcement officers who have gone above the call of duty in the fight against impaired driving. Invitations to be printed and mailed to WRAP database.
- By January 31, 2024, WRAP will release the "2023 How Safe Are Our Roads?" report prepared through a contract with the Metropolitan Washington Council of Governments. This detailed report represents an overall picture of the greater Washington-area in the areas of impaired driving fatalities, crashes, arrests and injuries. Commence planning for the 2024 report.
- By February 29, 2024, WRAP will attend the annual conference and present, if requested.
- By April 30, 2024, WRAP will coordinate annual audit by outside accounting firm.
- By April 30, 2024, WRAP will completion of FY 2023 audit with no negative findings.
- By May 31, 2024, WRAP will continue to promote and conduct prom and graduation activities at 24 DC high schools from mid-April through May increasing awareness to include calling attention to the perils of drunk driving by advocating that high schools call for a "Moment of Silence" the week of May 15, 2024. Continue to serve

as a resource for area high school students, faculty, students and parents on underage drinking prevention data, programs and efforts.

- By June 14, 2024, WRAP will produce and disseminate online WRAP's 2024 Youth Guide online at [wrap.org](http://wrap.org).
- By June 14, 2024, WRAP will produce and disseminate online WRAP's 2024 Corporate Guide online at [wrap.org](http://wrap.org).
- By June 14, 2024, WRAP will produce and disseminate online, the 2024 edition of WRAP's annual reference guide on regional impaired driving laws, related facts, and statistics. A resource guide for adults that is privately funded and publicly available.

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## PROJECT RESULTS

- **SoberRide Ridership:** 3,964 rides, a 2.6% decrease from FY2023 but a 70.3% increase from FY2022.
  - **Halloween Campaign:** 1,321 rides, the highest in SoberRide history.
  - **Holiday Campaign:** 1,096 rides, including 831 on New Year's.
  - **St. Patrick's Day:** 503 rides.
  - **Cinco de Mayo:** 306 rides.
  - **Fourth of July:** 738 rides.
- **Reports and Publications:** Released the "2023 How Safe Are Our Roads?" report and produced the WRAP Reporter newsletter.
- **Annual and Award Meetings:** Hosted the 41st Annual Meeting and the 26th Law Enforcement Awards of Excellence ceremony.
- **Partnerships and Events:** Collaborated with MPD for the annual "wet lab" on the "Sports Junkies" radio show and served as a resource on impaired driving issues.
- **Conferences and Campaigns:** Participated in various safety-related conferences and campaigns, including NHTSA's Drive Sober or Get Pulled Over and the "100 Deadliest Days of Summer".
- **Educational Programs:** Conducted 34 presentations reaching 1,694 students and presented the Alcohol Awareness for Students program.
- **Outreach and Fellowships:** Partnered with the District of Columbia Highway Safety Office to host a mobility safety fellow and promoted highway safety messages at 25 events.
- **Workplace Programs:** Updated and marketed the SAVE program and presented at the U.S. Army's "3D in December" event.
- **Parental Outreach:** Released the Ten Tips for a Safe Summer initiative, including a social media infographic.



## HOW SAFE ARE OUR ROADS?

Annual data report on the impact of drunk driving on road safety in the metropolitan Washington region in 2022

December 2023

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**IMPAIRED DRIVING ENFORCEMENT EFFORTS CAN BE VIEWED IN THE ENFORCEMENT SECTION BEGINNING ON PAGE 70.**

## AGGRESSIVE DRIVING

Aggressive driving usually involves speeding, as well as other factors, such as driving too fast for conditions; exceeding post speed limit; racing; following too closely; improper passing; operating motor vehicle in erratic, reckless, careless, negligent or aggressive manner; ran red light and ran STOP sign. Speeding is the primary contributing circumstance for traffic-related fatalities and injuries in the District. The following fines for speeding in the District are based on the number of miles per hour over the posted speed limit.

Speeding-related fatalities in the District reached a high of 17 in 2017 and have fluctuated between 17 and 13 since. Through the end of April 2022, there have been four speeding-related fatalities in 2022. Assuming a similar number of speeding-related fatalities the rest of the year, the District is on track to meet the 2022 HSP goal of 15.

The HSO continues to partner with various agencies to incorporate proven effective strategies to help address aggressive-related driving. These include:

- **Education and awareness campaigns.** Partner with George Washington University to develop and analyze social media campaigns on the dangers of aggressive driving.
- **Enforcement.** Partner with the MPD to enforce District traffic laws.

The following section summarizes projects implemented in FY2024.

Project Number/Agency	Project Name	Amount Awarded	Amount Expended
TSP-2024-24-03-00 George Washington University	George Washington University: Raising Awareness	\$111,197	\$84,016.61

## BACKGROUND

To help the District achieve its goals of reducing injuries and related economic losses resulting from traffic crashes on the District's roadways, programs are needed to address aggressive driving among male youth. Therefore, this project continues the existing public media campaign using TikTok, a social media platform that is popular with the population subset of interest, to continue raising awareness of aggressive driving and decreasing aggressive driving habits of residents in the District according to self-report.

## PROJECT GOALS

- To increase awareness of the role that aggressive driving has in traffic crashes and fatalities in the District via a TikTok social media campaign by creating at least three social media videos by September 30, 2024.
- To decrease the aggressive driving habits of residents in the District by eight percent, according to self-report, via a TikTok social media campaign by September 30, 2024.

## PROJECT RESULTS

Throughout the project, GW Center for Injury Prevention and Control (CIPC) successfully implemented key strategies to enhance the visibility and engagement of the GW CIPC TikTok channel. Initially, the project focused on consistent content release, audience engagement, and influencer outreach. In the final phases, GW CIPC incorporated additional features, including influencer identification via the Modash database, paid TikTok promotion, and improved content creation workflows.

Overall, GW CIPC had the following key achievements throughout the project:

**Content Creation and Release:** Maintained a consistent posting schedule of 2-3 videos per week, engaging viewers with a variety of health-related topics aligned with our campaign goals. Creators actively interacted with the audience by responding to comments and further engaging through TikTok's promotional tools.

**Influencer Outreach:** Leveraged the Modash database to identify influencers whose audiences aligned with our target demographic. Established contact with selected influencers, resulting in initial conversations for collaborations to promote our TikTok content across different platforms. The outreach process was surprisingly difficult, there were a limited number of available influencers in the area.

**Promotion Efforts:** Paid promotional campaigns on TikTok helped us increase both profile views and follower counts, creating a better balance between views and engagement. The use of TikTok's promotional features, like boosting posts and focusing on increasing follower engagement, led to a measurable growth in audience reach. Creation of an Instagram page and conversations with other HSO grantee partners took place to further boost the presence of the CIPC TikTok. While those efforts were not necessarily successful due to external logistical factors, it opened doors for future promotional efforts of our work.

**Survey Integration:** We completed the baseline and post-intervention data collection, integrating video attestation links to ensure smooth user flow between TikTok content and survey participation.

**Content Improvement Process:** Iterative enhancements were made to the content creation workflow, ensuring higher-quality video production and optimizing the delivery of campaign messages to maximize impact. We were able to meet the requirement of 48 videos created and released in a 9-month period, due to creating videos in a “multiple part series” format. Having one ongoing theme, such as “Aggressive Driving Pet Peeves” allowed us to release multiple videos under that theme as separate parts addressing a different aggressive driving behavior that we wanted to discourage. We leveraged AI to help us in the creative and video ideation process, to speed up the generation of video ideas, and script writing. An initially daunting task of producing twice the number of videos in half the time, became feasible for our content creators, even with their academic priorities.

### **Conclusions from Impact Survey**

From the data from both the pre-intervention and post-intervention impact surveys, we were able to draw insights regarding key aggressive driving behaviors in participants prior to watching the TikTok videos and afterwards. First, we acknowledge a drop in the number of participants that filled out the post impact survey (82 vs 147 that filled out the baseline survey). The average age of the pre-impact participants was 28, with the oldest participant being 35 and the youngest being 21 years old. Most of our participants in both pre and post intervention cohorts were from Wards 1, 2, 3 and 4, with the fewest number of participants from Wards 7 and 8. We found significant differences in certain aggressive driving behaviors

between pre and post-intervention cohorts, (frustration from sitting in trac, running redlights, intoxicated driving). Further analyses can determine likelihood of participants reporting that they perform certain behaviors more or less, before or after the intervention, but we achieved preliminary insights into whether there were changes pre and post-intervention at all. Furthermore, this project and the preliminary results we found provided insight into certain Wards, or age groups where dangerous behaviors are more common. Additionally, it may have raised awareness to the participants that behaviors that they may think are harmless actually constitute as aggressive driving and are dangerous.

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Project Number/Agency	Project Name	Amount Awarded	Amount Expended
CP-2024-24-02-01 District Department of Transportation	DDOT: Aggressive Driving Project	\$250,000 BIL 402	\$19,972.67

## BACKGROUND

The aggressive driving project of FY24 aims to reduce incidents of dangerous driving behaviors, such as speeding, tailgating, and reckless lane changes, which significantly contribute to traffic crashes and fatalities. The project funded the HSO's Aggressive Mobility Program Manager position, which oversees the day-to-day operations of HSO's anti-aggressive driving initiatives.

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## PROJECT GOALS

- To support the goals and activities identified in the HSP.
- To reduce aggressive driving in the District.
- To increase public awareness of the risks associated with aggressive driving through targeted campaigns, education programs, and media outreach.

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## PROJECT RESULTS

- Hired Kathleen Williams-Hill to fill the role of Aggressive Mobility Program Manager
- Collaborated with non-profits, community members, district residents, and other district agencies to ensure the mission of safer driving.

- Spearheaded monthly vision zero listening sessions for the Strategic Highway Safety Plan (SHSP).
- Conducted multi-modal tabling events to get active engagement regarding being safe when on the roadways.
- Monitored programs effectiveness through data analysis and surveys to maximize the impact of safer roadways for all users.
- Hosted and participated in community events that raised awareness around mobility safety and aggressive driving prevention such as “MPD Night Out Event, Farmers Market Tabling Event, Resource Event (Kipp DC), DC State Fair, and Open Streets.
- Identified members of the community who serve as Community Champions for mobility safety such as ANC Commissioner Ra Amin.
- Successfully completed the goals and requirements of the GHSA Unhoused Project and ensured that District agencies and partners are educated on how to engage with the unhoused as they navigate daily.

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Project Number/Agency	Project Name	Amount Awarded	Amount Expended
TC-2024-24-01-00 Office of the Attorney General	OAG: Aggressive Driving Prosecutor	\$130,297 BIL 402	\$71,281.64

## BACKGROUND

In the District of Columbia, the Office of the Attorney General for the District of Columbia (“DCOAG”) has the primary responsibility of prosecuting criminal traffic offenses. In addition to criminal prosecution, DCOAG is also involved in legislative changes to create tougher laws to deter impaired and reckless driving, law enforcement training for improved criminal prosecution of serious traffic offenses, and public outreach and education efforts to prevent and reduce traffic-related injuries and fatalities.

An Aggressive Driver Prosecutor (“ADP”) is focused solely on prosecuting aggressive driving offenders. The ADP devotes their time to the most egregious Aggressive Driving cases and works to improve enforcement and prosecution of these offenses in general. The ADP is not only devoted prosecution of repeat offenders and those who pose an

imminent safety risk but also devoted supervision to these offenders while they are on supervision. The ADP provides more focused and dedicated services to victims, and better outreach to victim advocate groups, such as pedestrians, bicyclist safety organizations and communities. The ADP would be an experienced prosecutor who would work directly under the Chief and Assistant Chiefs of the Criminal Section to screen and prosecute aggressive driving arrests.

These efforts aim to enhance enforcement, prosecution, and prevent aggressive driving offenses in the District of Columbia.

**Table 1. Matters Presented to OAG Criminal by Aggressive Driving Charge, 2017 – 2023YTD**

	2017	2018	2019	2020	2021	2022	2023YTD
<b>Arrests</b>							
Aggravated Driving Charge	477 (5.0%)	591 (5.8%)	782 (8.7%)	385 (8.6%)	350 (8.9%)	374 (9.9%)	76 (8.7%)
<b>Warrant Requests</b>							
Aggravated Driving Charge	89 (38.5%)	130 (37.1%)	187 (45.7%)	171 (44.9%)	110 (31.2%)	185 (47.3%)	57 (51.4%)
<b>All Matters*</b>							
Aggravated Driving Charge	566 (5.8%)	721 (6.8%)	969 (10.4%)	556 (11.5%)	460 (10.7%)	559 (13.4%)	133 (13.6%)
<b>Total Matters</b>	<b>9,816</b>	<b>10,620</b>	<b>9,348</b>	<b>4,855</b>	<b>4,285</b>	<b>4,185</b>	<b>980</b>

*\*Note: Approved arrest warrants that result in an arrest may be double-counted when aggregated as All Matters.*

**Table 2. Matters with Aggressive Driving Charge by Number of Charges, 2017 – 2023YTD**

	2017	2018	2019	2020	2021	2022	2023YTD
<b>Arrests</b>							
1 charge	441	527	715	341	300	318	65
2 charges	33	57	59	37	45	47	9
3 charges	3	7	8	7	5	9	1
4 charges	0	0	0	0	0	0	1
<b>Total</b>	<b>477</b>	<b>591</b>	<b>782</b>	<b>385</b>	<b>350</b>	<b>374</b>	<b>76</b>
<b>% with Multiple Arrests</b>	<b>7.5%</b>	<b>10.8%</b>	<b>8.6%</b>	<b>11.4%</b>	<b>14.3%</b>	<b>15.0%</b>	<b>14.5%</b>

## PROJECT GOALS

By September 30, 2024, OAG will complete the following:

- The ADP will screen criminal traffic offenses which fall under the definition of Aggressive Driving. The ADP will coordinate with law enforcement to ensure that the arrest warrant applications include comprehensive information needed to prosecute the case. The ADP will communicate with victims who suffer property damage or personal injury. The ADP will coordinate with the District Department of

Transportation (“DDOT”), MPD, and other law enforcement agencies to secure better access to and increased preservation of CCTV cameras, LPR, speed and redlight cameras, and traffic cameras.

- In addition to screening, the ADP will maintain a caseload of approximately 40-60 cases involving the most serious offenses of aggressive driving. The ADP will maintain the cases from charging to sentencing, conducting all pretrial preparation, responding to written motions, conducting trials, and sentencing.
- The ADP will coordinate victim assistance through OAG’s Victim Witness Specialists and collect restitution documentation. The ADP will also ensure Victim Impact Statements are presented to the court.
- MPD recently modified its Hit and Run program by replacing officers with a civilian accident coordinator (“CAC”) for each of the seven districts as well as two detectives. It is incumbent of the ADP to coordinate, have constant contact, and provide any assistance to the CACs so they may consistently deliver quality and complete investigations. The ADP may also need to work with the CACs to create a hit and run manual/guide on investigating and procuring evidence (e.g., videos, witness statements, photographs, etc.).
- The ADP will provide education and training, outreach, technical support, and tools for prosecutors, law enforcement, highway safety professionals, and others involved in the prevention, investigation, and prosecution of aggressive driving and other traffic related cases. For example, the ADP may participate in the following:
  - Smooth Operator Program, a regional effort that provides education, information, and solutions to combat aggressive driving;
  - City-wide conferences on road safety;
  - Trainings for Civilian Accident Coordinators and investigators so that law enforcement produces more comprehensive investigations;
  - Meetings with other District agencies to develop an aggressive driving prevention program.
- Review and assess the District’s laws and penalties and work to strengthen existing laws so that adequate punishment is available to deter repeat behavior.
- Maintain a caseload of 40-60 of the most serious aggressive driving cases in the District.
- Conduct four (4) trainings for law enforcement agencies on Aggressive Driver traffic crimes and two (2) trainings for prosecutors as well.
- Increase Victim Impact Statements to Court; Increase restitution collection for victims of Hit and Runs.

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## PROJECT RESULTS

The Aggressive Driving Prosecutor (ADP) effectively managed 40-60 of the most serious aggressive driving cases in the District, ensuring thorough oversight of these critical incidents. The program prioritized professional development by conducting four specialized trainings for law enforcement agencies on aggressive driving traffic crimes and two focused sessions for prosecutors, enhancing their ability to address these offenses. In addition, the ADP expanded victim support services by increasing the number of Victim Impact Statements presented in court and improving restitution collection for victims of hit-and-run incidents. These accomplishments highlight the ADP's dedication to tackling aggressive driving offenses while providing essential support to victims in the District.

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**AGGRESSIVE DRIVING ENFORCEMENT EFFORTS CAN BE VIEWED IN THE ENFORCEMENT SECTION BEGINNING ON PAGE 70.**

## NONMOTORIZED SAFETY (PEDESTRIAN AND BICYCLISTS)

Pedestrian and bicycle safety remain top priorities for the District. The District has an ambitious mode share target for non-single-occupancy-vehicle trips that implies a high and growing proportion of trips either consist of walking and cycling, or begin and end with walking, which is the case for the majority of transit trips. However, people outside of the safety of vehicles are vulnerable to intense and sometimes fatal forces when struck by drivers, and therefore are typically framed as vulnerable road users. The District prioritizes safety efforts for these groups across all programs.

According to the Vision Zero Dashboard, there were 21 pedestrian fatalities, and 79 pedestrian-related major injuries in FY2024. This is an increase from 20 pedestrian fatalities, but a decrease from 99 pedestrian major injuries in FY2023. Additionally, there was an increase in bicyclists fatalities from 1 to 4, and an increase in major injuries from 28 to 30 within the same time period.

The HSO continues to partner with various agencies to incorporate proven, effective pedestrian and bicyclist strategies to help address nonmotorized safety. These include:

- **Education and Awareness Campaigns.** Partner with the Metropolitan Washington Council of Governments (MWCOG) and WABA to provide outreach and awareness safety campaigns.
- **Enforcement.** Partner with MPD to effectively enforce District laws.

The pedestrian and bicycle program qualified for the NHTSA 405 grant.

The following section summarizes the projects implemented in FY2024.

Project Number/Agency	Project Name	Amount Awarded	Amount Expended
PS-2024-05-00/ Department of For-Hire Vehicles PS-2024-00-00-00 Department of For-Hire Vehicles	DFHV: Pedestrian and Bicyclist Outreach	\$73,398.84 FAST ACT 402	\$73,398.84
	DFHV – Pedestrian and Bicycle Enforcement	\$88,377.16 BIL 402	\$76,139.00

## BACKGROUND

The mission of the Department of For-Hire Vehicles (DFHV) is to protect the public interest by regulating the vehicle-for-hire industry to allow the residents and visitors of the District of Columbia to have safe, affordable, and accessible transportation options. DFHV duties include regulating taxis, limousines, private vehicle operators, digital dispatch services, Payment Service Providers; and managing the relationships with equipment manufacturers and insurance companies. The agency also provides transportation for special populations including older adults, people with disabilities, veterans, school children and others through its transportation programs. The For-Hire Vehicle Advisory Council advises the agency on the industry.

## PROJECT GOALS

By September 30, 2024, DFHV will complete the following:

- Address pressures that for-hire drivers face when passengers ask them to drive unsafely, through acts like stopping in bike lanes, or conducting illegal U-turns.
- Educate passengers and raise awareness, as to why drivers drop them off in certain areas or make other decisions based on the road conditions at a destination.
- Provide important safety messages to for-hire passengers and the general public about wearing seatbelts and other passenger safety reminders.
- Empower for-hire drivers to remind passengers about safety and help them enforce the rules.
- Continue DFHV's efforts undertaken in 2023.

## PROJECT RESULTS

During FY 2024, the DFHV Vision Zero enforcement had the following quarterly results:

### FY 24 Q1:

- Enforcement was delayed due to internal approval processes.
- 9 Vehicle Inspection Officers (VIOs) participated, utilizing 299 hours.

- 38 live NOIs and 29 warnings issued.
- Most common NOIs: obstructing traffic and TNCs not displaying a Trade Dress.

**FY 24 Q2:**

- 12 VIOs participated, utilizing 1,038 hours.
- 608 live NOIs and 316 warnings issued.
- Most common NOIs: obstructing traffic and TNCs not displaying a Trade Dress.

**FY 24 Q3:**

- N/A

**FY 24 Q4:**

- 11 VIOs and 2 Assistant Chiefs participated, utilizing 1,038 hours.
- 369 live NOIs and 139 warnings issued.
- Most common NOIs: obstructing traffic and TNCs not displaying a Trade Dress.
- Additional infractions: 28 for obstructing crosswalks/intersections, 34 for obstructing traffic.
- Majority of infractions occurred at Union Station, 50 Massachusetts Avenue, NE, due to high vehicle and pedestrian traffic.

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Project Number/Agency	Project Name	Amount Awarded	Amount Expended
PS-2024-24-04-00/ Washington Region Traffic Safety	WABA: Washington Region Traffic Safety	\$240,000 BIL 402	\$204,970.58

**BACKGROUND**

Washington Area Bicyclist Association's mission is to create a healthy, more livable region by promoting bicycling for fun, fitness, and affordable transportation; advocating for better bicycling conditions and transportation choices for a healthier environment; and educating children, adults, and motorists about safe bicycling. To that end, WABA has been working for over 48 years throughout the region to create safer streets, engaging with a full array of stakeholders from the hyperlocal through to the Federal government.

During previous grant periods (FY19, FY20, FY21, FY22), WABA has built a group of local stakeholders committed to improving traffic safety in their communities and reducing

traffic fatalities. WABA's approach to improving bicycle safety focuses on community engagement, ensuring that diverse perspectives are included in decisions about street safety. Through ongoing outreach and partnership-building, WABA aims to reduce bicycle crashes, particularly in communities of color, and to ensure that traffic safety initiatives are relevant and inclusive.

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## PROJECT GOALS

By September 30, 2024, WABA will complete the following:

- Manage all grant planning and activities by ensuring the timely completion of narrative reports, claims, and required documents by their respective deadlines throughout FY2024.
- Host six bi-monthly virtual meetings and six in-person meet-ups, providing traffic safety training and education for over 100 ANC Commissioners across Washington, DC, ensuring at least 25 Commissioners attend each virtual meeting and 15 Commissioners attend each in-person session.
- Educate at least 50 seniors at a traffic safety event, host a youth-focused educational bike-bus with at least 25 participants, and organize a youth traffic safety town hall with at least 50 students.
- Organize monthly educational events and public media campaigns aligned with NHTSA's communication calendar, engaging at least 200 participants over the grant period.
- Develop and distribute a comprehensive guide for participants in the Go DC Go Bike Voucher Program, incorporating safety tips and frequently asked questions.

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## PROJECT RESULTS

### Grant Management and Logistics

- WABA has submitted timely invoices for October 2023 to September 2024. WABA submitted the FY2024 Quarter 1, Quarter 2, Quarter 3, and Quarter 4/Final Report.
- WABA staff attended the HSO Required Program Launch & Training in October 2023.

### ANC Traffic Safety Leadership Development

- WABA hosted 12 meetings for the ANC Vision Zero Caucus, proceeding monthly after October 2023, and also invited ANC Commissioners to participate in other events and shared traffic safety information with them. The ANC Traffic Safety Leadership Development gatherings alternated on a bi-monthly basis between virtual and in-person meetings.
- Representatives from DDOT and DMOI attended the ANC Traffic Safety Partnership Retreat event. WABA had an open invitation to representatives DMOI for the

monthly ANC program meetings and encouraged HSO grant manager to attend when available.

- The Vision Zero Grant Manager informed the HSO grant manager of the meeting agendas. The HSO grant manager approved the agenda for the remainder of the grant year in February 2024
- WABA hosted the ANC Traffic Safety Partnership Retreat on January 20, 2024. The ANC Traffic Safety Partnership Retreat was an in-person gathering of 26 ANCs from 7 out of the 8 wards in Washington, DC.
- While the post-retreat survey did not specifically inquire if ANC Commissioners would promise to share out traffic safety information, we did ask how useful the information shared during the retreat was for Commissioners. The post-event survey asked, “On a scale from 1-5, how beneficial did you find this retreat (1 being not beneficial and 5 being extremely beneficial)?” 80% respondents circled 4 out of 5 or 5 out of 5, so therefore more than 75% of survey respondents found the retreat somewhat informative and useful, and we expect them to utilize that information when engaging with community
- Though WABA shared information with all members of the ANC Vision Zero Caucus, which includes members representing SMDs in all eight wards, we did not succeed in meeting our goal attendance numbers or representation at every meeting. In reviewing this goal, we acknowledge that Commissioners are especially difficult to schedule for as they participate as unpaid representatives and often have many competing priorities. Especially for in-person events, we heard that it was more difficult for commissioners who would have to travel a longer way to attend, which led to lower participation numbers.

#### **Host ANC Traffic Safety Leadership Partnership Retreat**

- WABA hosted the ANC Retreat on January 20, 2024 from 10 AM to 1 PM at Bus Boys and Poets. The event was facilitated by Jeremiah Lowery, the WABA Advocacy Director. The agenda included a workshop where the ANCs commissioners could offer their input on the ANC leadership training program. Christine Mayeur from DDOT spoke to the ANC commissioners. Rick Birt and Presley Connor, DMOI, and Sgt Terry Thorne, MPD were present.
- A post-event survey of this event was shared with participants, with the following question: “On a scale from 1-5, How beneficial did you find this retreat (1 being not beneficial and 5 being extremely beneficial)?” 80% respondents circled 4 out of 5 or 5 out of 5, so therefore more than 75% of survey respondents found the retreat somewhat informative and useful.
- 26 ANC commissioners attended the event, which surpassed our total attendee goal; however, the Commissioners represented SMDs from 7 out of the 8 wards in Washington, DC.

#### **Hold traffic-safety focused neighborhood block party for seniors**

- WABA hosted the Older Adult Block Party, which featured several community organizations and groups. WABA hosted the Older Adult Transportation Block Party

on April 21, 2024 from 12 PM - 4 PM at Alethia Tanner Park, which was selected because it is accessible to all modes of travel: walking, biking, transit, and driving. WABA partnered with Seabury Resources for Aging, Age Friendly DC, goDCgo, America Walks, DC Bicycle Advisory Council, Iona Senior Services, and NoMa BID. Seabury Resources for Aging, Age Friendly DC, and Iona Senior Services are 3 senior organizations in D.C. The Vision Zero Coalition Coordinator invited AARP-DC. Unfortunately, they were unable to partner on the event in-person due to their schedule, though they promoted the event to their network. DDOT (goDCgo), an ANC Vision Zero Caucus member from Ward 5, Washington Metropolitan Transit Authority, BicycleSPACE featuring Bunch Bikes, Multimodal Accessibility Advisory Council, and the Metro Washington Association of Blind Athletes attended as vendors and interacted with participants to on traffic safety tips and rules when biking and driving.

- We succeeded at all of the elements under our control. We successfully registered 150 attendees for the Older Adult Transportation Block Party (three times the goal number of attendees!), but we estimate that about 45 participants attended the event day-of. Unfortunately, the weather was cool and cloudy the day of the block party, which may have led to lower turnout than expected from the registration numbers. At the event, WABA set up a WABA information table that included the Vision Zero Driver's Pledge. Participants were invited to sign the pledge at the table. In addition, WABA set up the "Transportation Trivia" Table, which followed the same format as the popular trivia table at the September FY23 Older Adult Block Party. The transportation trivia questions are designed to teach participants about traffic safety laws in DC.

### **Coordinate a safety walk with Driving Schools**

- The Vision Zero Coalition Coordinator undertook a significant effort to recruit participants for the safety walk with Driving Schools. They reached out to 59 driver's schools in DC, Northern Virginia, Prince George's County, and Montgomery County, who would work with new drivers across the region. Outreach for the event started on February 12, 2024, a month before the Walk & Learn event. The Vision Zero Coalition Coordinator sent invitations via emails, calls, and voicemails multiple times to each of the 59 driver's schools up until the day of the event. The Vision Zero Coalition Coordinator also incentivized participation by offering a certificate of completion for driver's school instructors to show their clients and students that they have worked with WABA on safe streets issues to encourage their participation. As of the morning of the event, there were 4 driver's schools confirmed, with 6 participants expected to participate. However, two driver's schools canceled day-of, and one driver's school was a no show. The representative from Gmel Driving Academy was the only driver's school instructor at the event. The Vision Zero Coalition Coordinator invited DDOT, Katy Lang and Ted Randall, to join WABA for the event as per the HSO Grant Manager's recommendation. The DDOT representative who had previously confirmed their attendance also canceled the week before. He attempted to recruit other

representatives from his team, but no DDOT representative was able to make it out for the Walk & Learn event. DMOI representatives and Impact Teen Driver representatives were present at the event.

- The Vision Zero Coalition Coordinator developed the event plan, route, and curriculum for the Driver's School Traffic Safety Educational Walk & Learn and sent it to the HSO Grant Manager for review and approval on January 31, 2024.

### **Arrange a bike-bus ride with Youth Groups**

- WABA held the DC Youth Bike Bus Ride on May 19, 2024 (originally planned for May 18, 2024, but WABA used the rain date due to inclement weather). 34 youth registered and 10 youth attended the DC Youth Bike Bus Ride, along with several adult guardians. WABA presented information from the Bike Bus 101 booklet and educational safety information from HSO on the goDCgo and the Capital Bikeshare programs. WABA partnered with 4 youth-focused organizations, SoulTrak, Prime Ability, Seasoned Settlers, and the Clay Terrace Family Success Center. At least 3 of the partner organizations are based in wards 7 or 8.
- WABA developed the event promotion flyer and discussed the event and ride logistics with the HSO Grant Manager prior the event.
- WABA distributed a post-event survey at the end of the event. 10 out of 10 attendees responded to the survey. When asked, “On a scale from one to five (with one being the least and five being the most), how informative was the DC Youth Bike Bus Ride in helping understand how to bike safely in your neighborhood?,” the respondents recorded an average of 4.1 out of 5, which demonstrates that the majority of participants have a better understanding of bike safety and best practices. When asked “On a scale from one to five (with one being the least and five being the most), how informative was the DC Youth Bike Bus Ride in helping understand how to drive safely with other road users?” The respondents recorded an average of 4.4, which demonstrates that the majority of participants have a better understanding of safe driving practices. The event materials also included resources about what to do after being involved in a crash, including information about how to report a crash to emergency services and police

### **Create a bike-bus How-To Pamphlet**

- WABA created a Bike Bus 101 booklet that was both distributed to the DC Youth Bike Bus attendees and stocked for upcoming events. Prior to printing, WABA sought feedback from at least 3 different individuals, including the founders of Prime Ability, Safe Streets Are For Everyone, Thank You (SSAFETY), and Bike Falls Church. These individuals provided edits and considerations that yielded a comprehensive booklet that will continue to be a critical WABA resource as interest in Bike Buses continues to grow across the region.

### **Host Youth Traffic Safety Town Hall**

- WABA created a planning committee including representatives from 3 local, youth-focused organizations, including Sasha Bruce Youthwork, Children's Legacy

Theater, and the FH Faunteroy Community Enrichment Center. The first planning committee was held on July 18, 2024. The second planning committee was held on August 5. Partner organizations could not attend due to last minute scheduling conflicts. WABA followed up individually with partner organizations for the second and third planning committee meetings due to scheduling conflicts. HSO approved this alternative plan. HSO attendees were invited to the first and second planning committee meetings.

- WABA secured interest from a local media publication, Greater Greater Washington (GGWash), that they would post a media story covering the DC Youth Traffic Safety Town Hall before the event took place. GGWash estimates that their pieces reach about 2 million readers annually. After WABA received approval on the draft piece from the HSO grant manager, we submitted it to GGWash, who posted it to the website and pushed the story to their network.
- WABA started outreach for the Youth Town Hall event in August 2024. WABA sent two emails to promote the DC Youth Traffic Safety Town Hall to the full WABA list of thousands of supporters in DC. WABA created a Facebook event to share with WABA's social media followers. The Vision Zero Coalition Coordinator emailed all public libraries and school administrators of high schools in Wards 7 and 8 to promote the event. In addition, WABA staff reached out to their network of youth-focused organizations in DC to share the event. As part of the sub-grantee contract, each partner organization agreed to recruit 15 participants to the event. FH Faunteroy Community Enrichment Center and Children's Legacy Theater each brought at least 15 participants. In total, 36 participants attended the DC Youth Traffic Safety Town Hall event. Unfortunately, Sasha Bruce Youthwork failed to fulfill their sub-grantee contract. Despite participating in the kick-off planning meeting and signing the subgrantee contract, they were later unresponsive, failed to show up at the event, and did not recruit student participants even after repeated outreach from WABA staff. WABA did not proceed with the sub-contract for Sasha Bruce Youthwork since they failed to uphold the agreement.
- WABA distributed a pre- and post-event survey at the Youth Town Hall summit event. WABA asked participants, "Do you know ways to keep yourself and others safe when you're getting around (whether you are walking, biking, driving, or taking public transportation)?" On the pre-event survey, 94% of participants selected "somewhat" or "I know a lot." On the post-event survey, 97% of participants selected "somewhat" or "I know a lot," demonstrating a 3% increase in the number of participants who learned about traffic safety. On the pre-event survey, 41% of participants circled that they know a lot of ways to keep themselves safe, and on the post-event survey, 55% of participants circled that they know a lot of ways to keep themselves safe, demonstrating a 14% increase of people who selected the option corresponding to the highest knowledge level. Since participants reported a high level of knowledge on the pre-event survey, there was less opportunity to demonstrate a significant increase in knowledge. WABA asked participants, "How prepared do you feel to evaluate the safety of a road?" On the pre-event survey, 76% of participants selected "somewhat prepared" or "very prepared." On the

post-event survey, 82% of participants selected “somewhat prepared” or “very prepared,” demonstrating a 6.6% increase. On the pre-event survey, 27% of participants circled “very prepared” in regards to evaluating the safety of a road, and on the post-event survey, 47% of participants circled “very prepared” in regards to evaluating the safety of a road, demonstrating a 20% increase of people who selected the option corresponding to the highest knowledge level. WABA asked participants, “Do you know people or organizations who can help you with a transportation need? Such as where to go if you see an issue in your neighborhood or how to get involved with a bike program?” On the pre-event survey, 73% of participants selected “I know a good amount of resources” or “I know a lot of resources.” On the post-event survey, 84% of participants selected “I know a good amount of resources” or “I know a lot of resources,” demonstrating a 11% increase. Overall, responses to the post-event survey showed an increase in participants’ knowledge and awareness of available resources. Perhaps even more illuminating were the comments we received about the event from students as they were leaving the event. We were very pleased to hear from many students that they enjoyed the event and that they learned a lot. Many of the partnering organizations also shared that the event was successful and engaging. Of note, the DDOT Ward 7 Community Engagement Specialist, Kisha Anderson, stated that this event was beneficial and that it would be valuable to host future events like it with similar partners.

- In lieu of a student-written blog post, WABA proposed and received HSO grant manager approval to prepare a blog post summarizing the event and highlighting a compilation fo student learning takeaways. WABA wrote a blog post drawing attention the DC Youth Traffic Safety Town Hall agenda, including student feedback regarding transportation in DC and student learning takeaways.

### **Support one bike and one pedestrian campaign with public media events**

- WABA successfully supported one pedestrian and one bike rider focused campaign, complete with public media events
- October Pedestrian Campaign: WABA supported Pedestrian Safety Month in October 2023 in coordination with NHTSA’s pedestrian safety month campaign. Pedestrian safety was the theme of WABA’s monthly community-focused event, the monthly blog post, and a social media post.
- May Bicycle Campaign: WABA supported National Bike Month in May 2024. The May monthly community-focused event, blog post, and social media post aligned with NHTSA’s National Bike Safety Month. The Vision Zero Coalition Coordinator worked with the Advocacy Team Intern on the “Cycle of Life: Green Youth Ride.” The plan was to start at Alethia Tanner Park, ride to the Arboretum, and return to Alethia Tanner Park.

### **Host a monthly community-focused event**

- WABA hosted monthly community events from October 2023 to September 2024. WABA staff were determined to reach community members across the DC

community and intentionally arranged for a monthly event to occur at least once in each of DC's eight wards over the course of the grant period.

#### **Write and publish a monthly blog post**

- WABA posted a monthly blog post between October 2023 to September 2024, which had a combined total of 5,086 views including views from WABA's website (1,523 views) and social media posts (3,563 impressions) resharing the blog topics.

#### **Support DC-FSS World Day of Remembrance Activities**

- With approval from the HSO Grant Manager, this deliverable was pivoted so that WABA works with DC-FSS to post memorial crash signs for the 2015 - 2021 period. As of July 11, 2024, the crash sign designs have been approved by DC HSO, and WABA and DC-FSS planned to collaborate to print out these crash signs. As of September 30, WABA had helped coordinate the distribution of remaining signs to DC-FSS volunteers

#### **Create a guide for participants in the goDCgo program**

- With approval from the HSO Grant Manager, this deliverable was pivoted for WABA to produce an e-bike guide that was adopted from the E-BikePGH Guide. WABA worked with DC HSO to review a copy of this e-bike guide between June to September prior to printing. WABA received approval to proceed with printing an updated version of the E-Bike Guide and will plan to distribute the materials to community members. The materials will also be made available to DC HSO, as long as materials are available.

#### **Support the HSO Pedestrian and Bike Assessment**

- WABA facilitated the recruitment and reimbursement of 8 sub-contractors for the DC Pedestrian and Bicycle Assessment. WABA completed the narrative portion of the DC Pedestrian and Bicycle Assessment submitted on November 8, 2023. Jeremiah Lowery attended the oral testimony portion of the DC Pedestrian and Bicycle Assessment on December 6, 2023.

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<b>Project Number/Agency</b>	<b>Project Name</b>	<b>Amount Awarded</b>	<b>Amount Expended</b>
PS-2024-24-02-00 District Department of Transportation	DDOT: Pedestrian Protection/Safety Program	\$250,000 BIL 402	\$174,253.59

#### **BACKGROUND**

DDOT will engage a full-time professional to oversee grant management efforts with a focus on pedestrian and bicycle safety throughout the District. As described in the 3HSP, pedestrian and bicycle crashes continue to rise in a post-COVID world. The HSO will

deploy this subject-matter expert to host community events, oversee messaging and outreach on these topics, and support grantees working on bike and pedestrian safety.

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## PROJECT GOALS

- By March 31, the Highway Safety Office (HSO)/Vision Zero Office will establish an umbrella campaign brand that can be implemented in internal external messaging efforts.
- Host and/or attend at least 20 community events that include grantees in the management portfolio by September 30, 2024.
- Successfully monitor and support grants in the management portfolio, including at least a monthly call with each grantee and six financial visits by June 30, 2024.
- By September 30, 2024, complete the TSI/NHTSA Grants Management Course and create a plan to achieve the NHTSA Highway Traffic Safety Professional Certificate by the end of FY25.

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## PROJECT RESULTS

- In late October, the HSO welcomed Presley Connor to the team as the Vulnerable Road User Communications Manager.
- The VRU Communications Manager attended over 20 community events that include grantees in my management portfolio. Including Safe Communities Meetings, the event count is over 30. The list below may not be exhaustive of all events attended.
  - October 25: Street Smart Fall Kick Off
  - November 9: Safe Communities Meeting
  - December 14: Safe Communities Meeting
  - December 15: WRAP Law Enforcement Awards
  - December 21: Sleigh the Season Safely Event
  - December 22: Sports Junkies Radio Broadcast
  - January 11: Safe Communities Meeting
  - January 17: Impact Teen Driver's Train the Trainers
  - January 20: WABA ANC Traffic Safety Retreat
  - February 8: Safe Communities Meeting
  - February 9: Law Enforcement Regional Meeting
  - March 13: WABA Drivers Ed Walk & Learn
  - March 14: Safe Communities Meeting
  - April 11: Safe Communities Meeting
  - April 19: Harbor Light Respite Center Outreach with Impact Teen Drivers
  - April 21: WABA Older Adult Block Party

- April 25: StreetSmart VR Experience at Nats Park
- April 27: DC Childcare Connections Tabling at Arboretum
- May 2: Collegiate Focus Group
- May 7: GW Final Lap Table on Scooter Safety
- May 8: Bike & Roll To School Day Tabling
- May 9: Safe Communities Meeting
- June 1: Truck Touch
- June 13: Safe Communities Meeting
- August 8: Safe Communities Meeting
- August 15: Howard Safety Fair
- August 24: Vision Zero Listening Session at Cleveland Park
- August 26: Back to School Launch
- August 27: Labor Day Press Conference
- September 12: Safe Communities Meeting
- September 21: Vision Zero Listening Session at Lamond-Riggs
- September 21: Vision Zero Listening Session at Shaw Library
- The VRU Communications Manager maintained regular communication with grantees, including monthly (and occasionally, weekly) check-in calls. Additionally, the HSO kept tight record of financial movement and monitored activity on each grant multiple times throughout the course of the year.
- The following TSI Courses were completed in FY24:
  - November 28: Introduction to Pedestrian and Bicycle Safety Program Management
  - February 6: Introduction to Data Driven Highway Safety Planning
  - February 21-22: Foundations of Highway Safety
  - April 2: Basics of Data Driven Highway Safety Planning
  - April 23: Pedestrian and Bicycle Safety Program Management Workshop
  - June 24-28: NHTSA Highway Safety Grants Management
- The HSO soft launched a new umbrella campaign (United We Go) under the leadership of the VRU Communications Manager. This work will continue in FY25.

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**NONMOTORIZED SAFETY ENFORCEMENT EFFORTS CAN BE VIEWED IN THE ENFORCEMENT SECTION BEGINNING ON PAGE 70.**

## TRAFFIC RECORDS

Traffic records are indispensable in creating safer roads and reducing fatalities and injuries on national highways. They serve as the backbone of traffic safety management and improvement efforts. Traffic records provide accurate data on crashes, violations, and driving behaviors. This data is essential for identifying trends and problem areas. By analyzing traffic records, authorities can determine the causes of crashes and develop strategies to prevent them. Traffic records help policymakers create informed regulations and safety measures. They ensure that decisions are based on real data rather than assumptions. Traffic records allow for targeted public safety campaigns addressing specific issues such as drunk driving, speeding, or distracted driving. They help evaluate the effectiveness of safety programs and initiatives, allowing for adjustments and improvements. Traffic records help identify habitual offenders and ensure that appropriate actions, such as suspensions or revocations, are taken. They provide transparency and accountability in traffic enforcement, helping to build public trust.

By making traffic data accessible, it raises public awareness about road safety issues and encourages safer driving behaviors.

The following section summarizes the projects implemented in FY2024.

Project Number/Agency	Project Name	Amount Awarded	Amount Expended
M3DA-2024-24-03-00	American: Data-Driven Streets	\$25,556.16 FAST ACT 405c	\$0.00
M3DA-2024-24-04-00 American University	American: Data-Driven Streets	\$374,443.84 BIL 405c	\$300,453.74

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## BACKGROUND

911 call logs proved that at least 30% of pedestrian crashes go unreported to the police and therefore have not factored into the data that the District uses to make decisions across all modes.

When a crash occurs that results in an injury, many entities are involved to attend to the injured person. FEMS arrives on the scene and treats the injured person and in a more serious injury the person is transported to the hospital. The hospital records the injured person's information and treats them. It is possible that FEMS transports the injured person to the hospital before MPD arrives and so a crash report is not taken. In another scenario the persons involved in a crash may refuse medical attention on site, however, may experience complications a day or two following the crash and visits the emergency room. This would also not be recorded by MPD as a crash. These cases are deemed "unreported" crashes. This project is about identifying the extent, severity and potential behavioral strategies to address this phenomenon.

American University: Data-Driven Streets aims to make crash analyses more robust and include additional data sources to identify further missing data. To not only continue this important work, but to expand it to create a "Street Score" that safety practitioners can use when deciding how to allocate scarce resources. Residents will also have access to this "Street Score" when considering where to purchase a home, much like Walkability Scores or School Scores.

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## PROJECT GOALS

By September 30, 2024, American University will complete the following:

- Educate ten safety practitioners on the true scope of under-reporting of crashes resulting in injury and death in Washington DC by September 30, 2024.
- Develop a Street Score that combines various metrics into a single number identifying the safety of each block or sub-block in the District by September 30, 2024.

- Attend at least eight meetings of the DC HSO's Safe Community Program by September 30, 2024.

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## PROJECT RESULTS

The project made significant progress in enhancing crash data analysis by finalizing a robust data ingestion process and collecting data throughout the year, including transcribing historical audio recordings. However, a change in backend architecture posed unexpected challenges, delaying the project's completion and preventing the planned 49 workshops with safety practitioners and the publication of the analysis within the FY2024 grant year. Despite these setbacks, the efforts underscore a strong commitment to advancing safety metrics. Looking ahead, American University is poised to continue this work in FY2025, building on the progress made to achieve the project's established goals.



Project Number/Agency	Project Name	Amount Awarded	Amount Expended
M3DA-2024-24-01-00 Department of Motor Vehicles	DMV: Data Entry Convictions	\$75,000 FAST ACT 405c	\$73,316.06

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## BACKGROUND

The Department of For-Hire Vehicles (DFHV) has made driver, pedestrian, and bicycle safety one of its top priorities given the traffic-safety-related incidences occurring around the District. Out of the drivers, pedestrians, and bicyclists, the last two (i.e., pedestrians and bicyclists) are the least protected against motor vehicle traffic fatalities, injuries, and crashes. DFHV is working with our sister agencies, such as MPD, DMV, and DDOT, to reduce pedestrian and bicycle injuries and fatalities. According to Walk Score® (a Redfin company that rates walkability of cities, neighborhoods, and addresses), Washington, D.C. is the 7th most walkable city in the U.S. This means that most errands can be completed on foot for much the District. As a result, traffic safety around areas of high pedestrian activity is a critical factor in keeping the public safe. It is crucial to understand the frequency, severity, and causes of crashes involving motor vehicles, and especially pedestrians and bicyclists in the District.

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## PROJECT GOALS

By September 30, 2024, DFHV will complete the following:

- To protect the District's most vulnerable road users (pedestrian and bicyclist) at high risk intersections on traffic safety and making the District a more pedestrian/bicycle friendly area.
- To educate the District's vehicle-for-hire industry participants and the broader District driving public on traffic safety and best practices.
- To begin tracking TNC activity through increased observation of TNC drivers operating in high-risk intersections throughout the District.

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## PROJECT RESULTS

The DMV Legal Instrument Examiners dedicated 1,772.50 overtime hours to process 23,178 out-of-state backlogged convictions, ensuring timely and accurate entry into the DMV Destiny system. This effort improved the accuracy of driver histories, particularly for individuals convicted of traffic-related violations by DC Superior Court. While the specific resulting driver's license actions were unavailable at the time of this report, the timely entry of convictions contributed to the overall posting of traffic violations on DC driver records. The accumulation of points from these convictions led to revocations and suspensions, enhancing public safety by removing driving privileges from high-risk drivers.

## LAW ENFORCEMENT

The HSO partners with the MPD, as it is the primary law enforcement agency for the District of Columbia. The department serves an area of 68 square miles and a population of over 700,000 people.

The MPD has a unique role in that it serves as a local police department, with county, State and Federal responsibilities; it is under a municipal government but operates under Federal authority. MPD approves all applications for motorcades, protests, demonstrations, and other public events, and maintain the District's firearm and sex offender registry.

MPD shares its jurisdiction with the Transit Police, responsible for policing the MetroRail system and buses; the US Park Police (USPP), which provides law enforcement for the National Mall and all other National Park Service properties; the United States Marshals Service, which acts as the city's sheriff; and many other Federal agencies. However, the MPD ultimately remains the primary law enforcement agency in the District and has the authority to investigate all crimes in the city, regardless of the location where it took place.

Under the District of Columbia Home Rule Act, whenever the President of the United States determines that special conditions of an emergency nature exist, which require the use of the MPD for Federal purposes, the President may direct the Mayor to provide, and the Mayor will provide, such services of the Metropolitan Police force for up to 48 hours.

In addition to partnering with MPD, the HSO worked with DFHV to support pedestrian and bicyclist safety enforcement efforts, as DFHV and HSO have made driver, pedestrian, and bicycle safety a top priority given the traffic-safety-related incidents occurring around the District.

The following section summarizes the projects implemented in FY2024.

Project Number/Agency	Project Name	Amount Awarded	Amount Expended
M1HVE-2024-24-02-00 Metropolitan Police Department	MPD: Occupant Protection Enforcement	\$291,765 BIL 405b (HIGH)	\$233,047.20

## BACKGROUND

The District of Columbia has a primary seat belt law meaning that law enforcement officers can ticket a driver or passenger for not wearing a seat belt, without any other traffic offense taking place. Enacted in 1997, the law requires:

- All motor vehicle passengers in the front seats and back seats to buckle up. Drivers are responsible for seat belt compliance for all passengers. Failing to wear seat belts at all times—or drivers and all passengers, front and back seats—can result in a \$50 fine and 2 points.
- All children under 8 are properly seated in an installed infant, toddler, or booster child safety seat and booster seats must be used with both a lap and shoulder belt. Eight- to 16-year-olds must be secured with a safety belt. Drivers who fail to properly secure their child face a \$75 fine and 2 points for a first offense, and up to \$150 fine for subsequent offenses.

The Metropolitan Police Department (MPD) is the primary law enforcement agency for the District of Columbia. The MPD currently served the city, which is divided into seven Police Districts, each of which is further subdivided into seven or more Police Service Areas (PSAs).

The MPD past and present experience/qualifications are extensive and well known. Established on August 6, 1861, the MPD is one of the oldest police departments in the United States, providing protection and traffic safety to the residents of the District of Columbia, its neighbors and visitors. The majority of the officers are seasoned veterans of the force and has over one hundred years of combined traffic safety law enforcement experience.

## PROJECT GOALS

- To increase seat belt usage both daytime and nighttime with all vehicle drivers and occupants within the District by strengthening law enforcement and working with key partners as part of the national *Click It or Ticket* mobilization and Project Safe Child.

## PROJECT RESULTS

Occupant Protection Enforcement		
NOI	Warnings	
29	71	Seatbelt/Child Restraint Violations
20	23	Distracted Drivers
0	2	Failure to Yield to Pedestrian in Crosswalk
53	6	Failure to Provide Proof of Insurance
52	9	Owner Permitting/Operating without Proper Insurance
11	13	Stop Sign Passing
0	0	Disobeying official Sign or Signal
19	2	Red Light Violations (Passing, No turn on Red)
24	10	Failure to Exhibit/Expired Registration
46	18	One Light Running (one head light out)
5	5	Improper Lane Change
18	6	Improper Turn (no turn, no left turn, no right turn)
67	9	Speeding (ALL)
767	141	Traffic Violations (all others)
1	4	Parking Violations in bike lane
0	1	Stopping, standing or parking vehicle in bike lane
6	0	Fail to Clear Intersection/Obstruct Crosswalk
0	3	Failure to Use hand or Mechanical Signal
<b>1384</b>	<b>323</b>	<b>Total Number of Violations/Warnings</b>
TRAFFIC ARREST		
1		DUI/DWI/OWI
52		No Permit
8		All Other Arrests
2		POCA (Possession of Alcohol in Vehicle)
<b>63</b>		<b>Total Arrest</b>

Project Number/Agency	Project Name	Amount Awarded	Amount Expended
FDLHVE-2024-24-02-00	MPD: Impaired Driving Enforcement	\$357,013.07	\$357,013.07
M5HVE-2024-24-02-00		BIL 405d (LOW)	
Metropolitan Police Department	MPD: Impaired Driving Enforcement	\$143,881.93	\$17,659.07
		BIL 405d (MID)	

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## BACKGROUND

Impaired driving can refer to operating a motor vehicle while under the influence of alcohol, drugs, or both. While alcohol-impaired driving is well researched and understood, little is known about drug-impaired driving, even though there are over 400 drugs, both legal and illegal, that are tracked by NHTSA that can cause impairment. Another critical factor is that the impact of each drug varies from user to user. Even though all states have laws to address impaired driving, the alcohol-impaired driving laws are better understood and easier to enforce than those for drug-impaired driving.

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## PROJECT GOALS

- Reduce the number of impaired drivers on District roads using high visibility enforcement.

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## PROJECT RESULTS

Impaired Driving Enforcement		
NOIs	Warning	
539	111	Seatbelt/Child Restraint Violations
139	76	Distracted Drivers
21	6	Failure to Yield to Pedestrian in Crosswalk
221	9	Failure to Provide Proof of Insurance
4	4	Failure to Yield Right of Way to Ped
0	0	Passing Red Light (Bike)
215	18	Owner Permitting/Operating without Proper Insurance
125	49	Stop Sign Passing
0	0	Disobeying official Sign or Signal
125	49	Red Light Violations (Passing, No turn on Red)
143	23	Failure to Exhibit/Expired Registration
0	0	Passing Red Light Vehicles
103	78	One Light Running (one head light out)
29	10	Improper Lane Change
380	13	Improper Turn (no turn, no left turn, no right turn)
594	52	Speeding (ALL)
0	0	Speeding School Zone
1865	327	Traffic Violations (all others)
6	2	Stopping, standing or parking vehicle in bike lane
11	4	Fail to Clear Intersection/Obstruct Crosswalk

36	10	Failure to Use hand or Mechanical Signal
<b>4573</b>	<b>841</b>	<b>Total Number of Violations/Warnings</b>
<b>TRAFFIC ARREST</b>		
24		DUI/DWI/OWI
0		OAS/OAR
46		No Permit
27		All Other Arrests
1		Reckless Driving
<b>98</b>		<b>Total Arrest</b>
<b>TEST ADMINISTERED</b>		
7		SFST Administered
4		PD29 Administered
0		Breath Test Administered
0		POCA (Possession of Alcohol in Vehicle)
0		Specimen Collection (Blood/Urine)
<b>11</b>		<b>Total</b>

Project Number/Agency	Project Name	Amount Awarded	Amount Expended
PT-2024-24-02-00 Metropolitan Police Department	MPD: Police Traffic Services	\$805,337.96 BIL 402	\$715,487.42

## BACKGROUND

Police Traffic Services (PTS) focuses on speeding and aggressive driving and other moving violations. Drivers should know that MPD has a Zero Tolerance policy for not complying with the motor vehicles laws of the District of Columbia.

## PROJECT GOALS

- To deter aggressive driving behavior, such as speeding, tailgating, unsafe lane changes by providing educational materials and increased enforcement on the District roadways.
- To manage MPD grants per NHTSA requirements and provide support to the HSO/VZ by attending meetings related to the District's Strategic Highway Safety Plan, Impaired Driving Taskforce, TRCC and Major Crash meetings.

## PROJECT RESULTS

Police Traffic Service		
NOI	Warnings	
424	93	Seatbelt/Child Restraint Violations
53	53	Distracted Drivers
19	4	Failure to Yield to Pedestrian in Crosswalk
134	20	Failure to Provide Proof of Insurance
16	2	Failure to Yield Right of Way to Ped
93	23	Owner Permitting/Operating without Proper Insurance
32	28	Stop Sign Passing
0	0	Disobeying official Sign or Signal
46	5	Red Light Violations (Passing, No turn on Red)
49	18	Failure to Exhibit/Expired Registration
58	81	One Light Running (one head light out)
20	7	Improper Lane Change
41	9	Improper Turn (no turn, no left turn, no right turn)
209	32	Speeding (ALL)
1304	317	Traffic Violations (all others)
94	18	All Other Bike Violations
52	1	Stopping, standing or parking vehicle in bike lane
10	0	Fail to Clear Intersection/Obstruct Crosswalk
2	7	Failure to Use hand or Mechanical Signal
<b>1958</b>	<b>429</b>	<b>Total Number of Violations/Warnings</b>
TRAFFIC ARREST		
3		DUI/DWI/OWI
46		No Permit
18		All Other Arrests
2		Reckless Driving
<b>69</b>		<b>Total Arrests</b>
TEST ADMINISTERED		
0		POCA (Possession of Alcohol in Vehicle)
<b>0</b>		<b>Total</b>

Project Number/Agency	Project Name	Amount Awarded	Amount Expended
PS-2024-24-06-00	MPD: Pedestrian and Bicycle Enforcement	\$333,245	\$159,604.31 BIL 402

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## BACKGROUND

Pedestrian/Bicycle Safety is a high priority problem area for Metropolitan Police Department (MPD), as well as with local and regional stakeholders. It is also part of the Mayor Brower's response to the US Department of Transportation's Mayor's Challenge for Safer People and Safer Streets, which aims to improve pedestrian and bicycle transportation safety. They are also among the most vulnerable street users and when involved in a crash with a motor vehicle they suffer serious injuries than the vehicle occupants. MPD, DDOT, the Metropolitan Washington Council of Government (MWCOG) in conjunction with local and regional partner associations are working to reduce pedestrian and bicycle injuries and fatalities. In a pedestrian and bicycle friendly metropolitan area such as the District, walking and bike are an important mode of choice, it is crucial to understand the causes and severity of crashes involving pedestrians and bicyclist in the District.

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## PROJECT GOALS

- To protect and educate the District's most vulnerable road users (pedestrian and bicyclist) at high risk intersections on traffic safety and making the District a more pedestrian/bicycle friendly area.
- To reduce the number of pedestrian related fatalities and injuries in the District.
- To reduce the number of bicyclist related fatalities and injuries in the District.

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## PROJECT RESULTS

Pedestrian and Bicycle Enforcement		
NOIs	Warnings	
253	25	Seatbelt/Child Restraint Violations
65	27	Distracted Drivers
127	36	Failure to Yield to Pedestrian in Crosswalk
139	11	Failure to Provide Proof of Insurance
122	28	Failure to Yield Right of Way to Ped
0	0	Passing Red Light (Bike)
102	22	Owner Permitting/Operating without Proper Insurance
56	42	Stop Sign Passing
0	0	Disobeying official Sign or Signal
94	11	Red Light Violations (Passing, No turn on Red)
58	24	Failure to Exhibit/Expired Registration
0	0	Passing Red Light Vehicles
53	43	One Light Running (one head light out)
22	7	Improper Lane Change
123	9	Improper Turn (no turn, no left turn, no right turn)

381	33	Speeding (ALL)
1233	174	Traffic Violations (all others)
0	0	Bike failure to yield right of way on side/crosswalk
218	0	Stopping, standing or parking vehicle in bike lane
0	0	Bicyclist Disobeying Official Sign or Signal
16	1	Fail to Clear Intersection/Obstruct Crosswalk
6	14	Failure to Use hand or Mechanical Signal
<b>3068</b>	<b>507</b>	<b>Total Number of Violations/Warnings</b>
		<b>TRAFFIC ARRESTS</b>
0	0	30 Over Posted Speed Limit
4	0	DUI
43	0	NO Permit
13	0	All Other Arrests
<b>60</b>	<b>0</b>	<b>Total</b>

Project Number/Agency	Project Name	Amount Awarded	Amount Expended
F1906PRRP-2024-24-00-01 University of Connecticut	UConn: DC Traffic Stop Data Collection and Analysis	\$150,000 BIL 1906	\$0.00

## BACKGROUND

The Institute for Municipal and Regional Policy (IMRP) at the University of Connecticut (UConn) is a non-partisan, University-based organization dedicated to enriching the quality of local, state and national public policy. The IMRP seeks to ensure a just, equitable, and inclusive society by tackling critical, complex and often intractable issues. In doing so, the IMRP bridges the divide between academia, policymakers, practitioners, and the community.

Assessing racial disparities in policing data has been used for the last two decades as a policy tool to evaluate whether racial bias exists within a given jurisdiction. Although there has always been widespread public support for the equitable treatment of individuals of all races, recent national headlines have brought this issue to the forefront of American consciousness and prompted a contentious national debate about policing policy. The

statistical evaluation of policing data is an important step toward developing a transparent dialogue between law enforcement and the public.

This study can help to identify the factors that are contributing to any racial and ethnic disparities (if they exist), and what interventions would be most effective for addressing those disparities while also improving the safety of our roadways. Ultimately, reducing crashes and ensuring enforcement is done in a fair and equitable manner.

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## PROJECT GOALS

By September 30, 2024, the University of Connecticut will complete the following:

- Evaluate available traffic stop data collected by MPD to determine if racial and ethnic disparities exist.
- Use research to develop and implement effective strategies and programs to reduce the occurrence of racial program through thoughtful data analysis.

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## PROJECT RESULTS

This research studied traffic stops conducted in DC from July 19, 2019, to June 30, 2023 (the full dataset available when they started)

- Traffic stops represent 61% of the total MPD stops over this time period.
  - Of those, only 7% (approx. 13,000) ended in arrest and 3% (approx. 6,400) involved a search or protective pat-down.
- To look at it a different way, 16% of all MPD arrests during this time period started as a traffic stop.

The researchers use several statistical models to look for disparity. They cannot draw conclusions on whether bias (individual, organizational, or systemic) exists, but the findings suggest that some enforcement practices “result in disparate treatment, even if they are *prima facie* race-neutral.”

## Findings

- Solar Visibility
  - No disparity when measuring citywide. Some disparities on the district level but not consistently. This is both the most rigorous model used and the most positive finding.
- Conditional Outcome
  - Disparities exist for arrests and ticketing citywide but are decreasing over time. At the district level, disparate outcomes involving tickets and arrests

are common. For the duration, most districts show no disparity or shorter durations for minority groups of drivers.

- Search Hit-Rate
  - Most districts either show no disparity or have an insufficient sample size.

Part two of this study will be conducted in FY25.

## PAID MEDIA

Paid media ensures widespread awareness of traffic safety messaging and promotes overall behavioral change. These campaigns provide the HSO visibility in the community as champions of the safety message.

The HSO partners with media strategists and experts to effectively reach and educate the public on important safety issues. Paid media campaigns allow the Office to:

1. **Target Specific Audiences:** By using data and research, they can tailor messages to specific demographics most at risk, such as young drivers for distracted driving campaigns.
2. **Increase Awareness:** Paid media ensures broad reach and frequency, helping to inform a large audience quickly and effectively.
3. **Change Behaviors:** Use consistent and impactful messaging across various media channels to encourage safer driving habits and reduce traffic-related injuries and fatalities.

The following section summarizes the projects implemented in FY2024.

Project Number/Agency	Project Name	Amount Awarded	Amount Expended
BGPE-2024-24-01-00 /Metropolitan Washington Council of Governments	MWCOG - Street Smart Campaign	\$220,000 BIL 405g	\$32,236.26
PS-2024-24-07-00 /Metropolitan Washington Council of Governments	MWCOG - Street Smart Campaign	\$150,000 BIL 402	\$0.00

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## BACKGROUND

Between 2017 and 2021, 58 pedestrians died on District roadways, representing 36 percent of all traffic fatalities (161). During the same time, 2159 pedestrians were injured, representing about 16.9 percent of all injuries (12,787). On average, 46 percent of all pedestrian crashes result in an injury each year. Unfortunately, pedestrian fatalities have risen over the last three years, from 10 in 2020, to 17 in 2021, to 19 in 2022. Three bicyclists died in 2022, compared to the average of two per year during the previous five years.

Between 2017 and 2021, 10 bicyclists died on District roadways, representing 6.2 percent of all traffic fatalities (161). During the same time, 1,491 bicyclists were injured, representing about 11.7 percent of all injuries (12,787). On average, every year, 50 percent of all bicyclist crashes result in an injury. Bicyclist serious injuries declined from 414 in 2017 to 205 in 2021. 2022 serious bicyclist injuries are not yet available.

Street Smart is a mass media education campaign that aims to raise awareness of safer behaviors, change pedestrian, motorist, and bicyclist behavior, and ultimately reduce pedestrian and bicyclist fatalities and injuries.

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## PROJECT GOALS

By September 30, 2024, the MWCOG will complete the following:

- Increasing target audience awareness of the consequences of pedestrian and bicycle crashes by ten percent compared to FY23 outreach.
- Increasing message reach and campaign value through earned media and donated media by 10%.
- Increasing target audience awareness of actions that reduce risks, such as "Wait for the Walk" and "Yield to Pedestrians when Turning" by 10%.
- Decreasing specific self-reported dangerous behaviors by DC drivers and pedestrians by 10%.

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## PROJECT RESULTS

The Street Smart campaign's Lives Shatter on Impact Testimonial Wall exhibit shares heartfelt photo and video testimonials from DC area residents whose lives were upended when they or their loved ones were struck by drivers while walking. The display includes an educational wall in English and Spanish with written stories and photographs as well as a large video screen showing short films and photos of affected families across the region. The display traveled around the region totaling 29 days of outreach at 10 locations, with 21 days at four DC locations.

In the spring, Street Smart brought the virtual reality challenge outside of Nationals Park, where participants could pretend to drive a Camaro and test their skills when it comes to shared road responsibility in a video game format. The event garnered lots of interest and one media interview.

### Survey Results

- Asked without any visual aid, 17% of respondents said they recalled seeing "Street Smart" advertising in 2022. This was slightly lower than the 20% reported in 2022 due to a decrease in Pedestrian recall.
- The respondents were shown the ads one at a time and asked if they recalled seeing each one in the past month. 47% of the respondents recalled seeing at least one of the print and/or video ads. This was statistically flat from 50% recall reported in 2022. Driver recall overall significantly decreased. Pedestrian recall of video ads significantly increased.
- The best ad recall ever was for the older creative, Tired Faces.
- For the sample as a whole in 2022, the four main sources of Street Smart advertising recall were "Television" (39%), "on buses and public transportation (38%)," "online" (28%)," "posters on bus shelters (24%)," and "online (27%)."
- Overall, there was a significant increase in awareness from 2022 for pedestrians via "streaming video"
- About one-quarter of the respondents (22%, 2023) said that they had seen or heard about police efforts to enforce pedestrian traffic safety laws. This is a significant decrease over 2022 (24%).
- Overall, people recalling at least one of Street Smart's ads is flat.
- The testimonial videos are performing the best.
- People self-reported better driving and crossing behaviors.

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Project Number/Agency	Project Name	Amount Awarded	Amount Expended
PM-2024-24-01-00 /McAndrews Company	McAndrews Company: Mass Media	\$995,000 BIL 402	\$335,323.29

## BACKGROUND

Paid media ensures widespread awareness of special traffic enforcement efforts. The HSO follows the traffic enforcement mobilization model established by the NHTSA. This model calls for paid advertising starting a week prior to support PD's High Visibility Enforcement (HVE) waves and continuing through the first week of enforcement. The timing allows motorists a warning period before enforcement begins and it guarantees that the messages will be seen on stations, programs, and websites that appeal to the target group.

## PROJECT GOALS

The media campaigns focused on impaired drivers, aggressive drivers, distracted drivers, seat belt safety, and pedestrian safety in the District, incorporating the District's crash data and trends and the District's Vision Zero initiative.

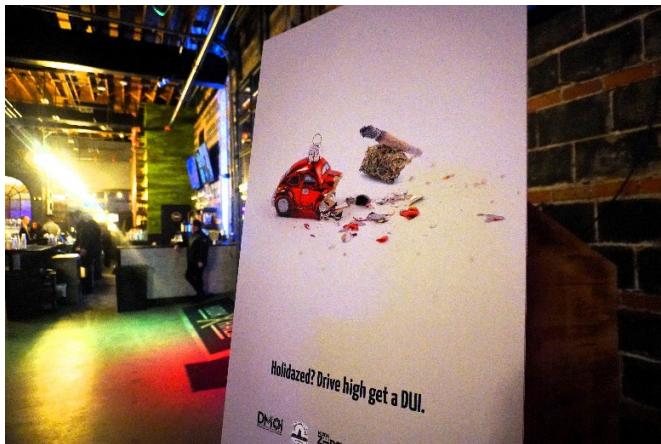
## PROJECT RESULTS

### Pedestrian Safety Campaigns

- November-December Campaign: McAndrew Company developed, produced, and implemented the Pedestrian Safety campaign, utilizing a variety of media, including radio, streaming radio, digital banners, Metro ads, and transit shelter displays. Ads were created in both English and Spanish to reach diverse audiences effectively. Planning began for the October Pedestrian Safety campaign, with creative development underway to continue the emphasis on protecting pedestrians.

### Impaired Driving Campaigns

- December Holidays Campaign: A comprehensive media campaign addressing impaired driving during the holiday season included streaming radio, digital banners, digital billboards, and ads displayed at Capital One Arena. Messaging was bilingual to ensure broader reach and cultural relevance.
- August-September Campaign: This campaign focused on impaired driving during late summer and included radio, streaming radio, digital banners, and digital billboards. All outreach materials were translated into Spanish and distributed via Spanish-speaking media platforms, including radio stations and online publications.



### Distracted Driving Awareness Campaign

- McAndrew launched a Distracted Driving Awareness campaign that included radio, streaming radio, digital banners, bus ads, and transit shelters. A two-day photo shoot was held to feature local leaders and community members in the campaign. The team coordinated all aspects of the shoot, including location scouting, scheduling, and participant management. The campaign's creative content was translated into Spanish and aired on Spanish-speaking radio stations and other platforms to maximize impact. The campaign reached over 13 million people, with a \$34,056 added value negotiated.



### Click It or Ticket Campaign

- May Campaign: This campaign emphasized seatbelt use and featured a multimedia approach, including radio, streaming radio, digital banners, video ads, bus ads, and digital billboards. Outreach materials were also translated into Spanish and promoted on Spanish-language radio stations, news outlets, and websites/apps.

### Speed Campaigns

- June-September Campaign: McAndrew monitored the Speed campaign, which ran from June to September, ensuring its effectiveness. This media campaign included

radio, streaming radio, print, digital ads, billboards, and bus ads. Efforts were made to tailor outreach for Spanish-speaking audiences through translation and targeted distribution. Planning and creative development for the next Speed campaign, scheduled for June 2024, were finalized during this quarter.

#### **Additional Creative and Logistical Support**

- Sleigh the Season Holiday Gala: McAndrew coordinated event logistics, including venue arrangements, award procurement, photographer management, and attendee follow-ups with shared photos.
- Metropolitan Police Department (MPD) Billboard: Designed a new billboard for MPD at a new location (2850 New York Ave.), managing all technical aspects such as sign placement and required hardware coordination.
- Vehicle Wraps for MPD: Began designing vehicle wraps for MPD, enhancing visibility and branding for law enforcement in traffic safety initiatives.
- Photoshoot Support: Assisted the HSO with coordinating a two-day photoshoot for campaign development, including logistics, participant communication, and on-site management.

## PUBLIC PARTICIPATION AND ENGAGEMENT

Public participation and engagement is vital to the HSO's highway safety initiatives for several key reasons:

1. **Local Insights:** Community members offer valuable insights and firsthand knowledge about local traffic conditions, hazards, and behaviors that may not be captured through data alone.
2. **Buy-In and Ownership:** When people are involved in the decision-making process, they are more likely to support and adhere to safety measures, fostering a sense of shared responsibility for road safety.
3. **Tailored Solutions:** Engagement helps ensure that safety initiatives are relevant and culturally sensitive, addressing the specific needs and challenges of different communities.
4. **Raising Awareness:** Community engagement efforts include educational campaigns that raise awareness about road safety issues and promote safer behaviors among all road users.
5. **Trust Building:** Involving the public in safety initiatives helps build trust between the community and highway safety authorities, leading to more effective collaboration and implementation of safety measures.

These efforts enhance the effectiveness of traffic safety initiatives and contribute to reducing traffic-related injuries and fatalities. Listening sessions were held across the District to engage members of the public, collect feedback, and inform interventions.

In addition to targeted stakeholder meetings, the following public listening sessions were held:

Meeting Location	Date	Time
Anacostia Neighborhood Library	Saturday, August 17	10:30 AM – 11:30 AM
Southwest Library	Saturday, August 17	1:30 PM – 2:30 PM
Cleveland Park Library	Saturday, August 24	10:30 AM – 11:30 AM
Dorothy Height/Benning Library	Saturday, September 7	10:30 AM – 11:30 AM
Woodbridge Library	Saturday, September 21	10:30 AM – 11:30 AM
MLK Library	Saturday, September 21	1:30 PM – 2:30 PM

These sessions involved the following parties (though the list is not exhaustive):

- AARP
- Advisory Neighborhood Commissioners
- African Community Center
- Bicyclist Advisory Council (BAC)
- Black Lives Matter DC
- Bread for the City
- DC Council Staff
- DC Youth Advisory Council
- Deputy Mayor for Health and Human Services Constituents
- EMS Practitioners
- Ethiopian Community DC
- Fort Myer Construction
- Giant Food
- Library patrons
- Many Languages, One Voice
- Mayor's Office of Religious Affairs Constituents
- Multimodal Accessibility Advisory Council (MAAC)
- NAACP DC Branch
- Pedestrian Advisory Council (PAC)
- Persons with Mobility Challenges
- Self-selected members of the community
- Washington Area Bicyclist Association

Throughout the year, the Highway Safety Office (HSO) actively engaged with community members, stakeholders, and traditionally underrepresented groups through a series of listening sessions. The comprehensive and robust public participation and engagement process resulted in significant insights that helped to guide and inform HSO's projects. Key areas of focus include youth outreach, pedestrian safety efforts, and measures to address speeding.

As part of these efforts, HSO introduced a new full-time, dedicated Aggressive Driving Mobility Program Manager. This role is specifically designed to oversee and implement strategies to combat aggressive driving behaviors, thereby enhancing overall road safety.

Additionally, HSO made the following community-informed adjustments:

- Continued Safe Routes to School efforts.

- Partnered with Impact Teen Drivers to educate teen drivers, who are overrepresented in crashes based on their population size.
- Engaged George Washington University to tackle the risky mobility behaviors of college students.
- Revamped approach to Street Smart Campaign.
- Partnered with DFHV and DMV Southwest Service Center to connect with a broader range of stakeholders.

## LAW ENFORCEMENT COMMUNITY COLLABORATION

Law enforcement and community collaboration are crucial for building safer and more resilient neighborhoods by:

- **Trust Building:** When law enforcement officers engage with the community in positive ways, it helps build trust and mutual respect. This trust is essential for effective policing and enforcement because it encourages community members to cooperate and share information.
- **Prevention and Enforcement:** Collaborative efforts can lead to better mobility enforcement strategies. Community members are often more aware of local issues and can provide valuable insights that help law enforcement address problems before they escalate.
- **Shared Responsibility:** Safety is a shared responsibility. When the community and law enforcement work together, they can create a more comprehensive approach to addressing safety concerns. This collaboration fosters a sense of collective responsibility and commitment to improving the community.
- **Better Communication:** Open lines of communication between law enforcement and the community can lead to more effective problem-solving. When both parties understand each other's perspectives, they can work together to find solutions that benefit everyone.
- **Enhanced Public Safety:** By working together, law enforcement and the community can identify and address root causes of crime, leading to safer neighborhoods. Collaborative efforts can also lead to more efficient use of resources and better-targeted interventions.
- **Increased Accountability:** Collaboration ensures that law enforcement remains accountable to the community they serve. Community input can help shape enforcement practices, making them more transparent and aligned with the needs and values of the community.

In furtherance of HSO's PPE goals, MPD also hosted four (4) community meetings. During each of the listening sessions, MPD received community concerns regarding enforcement and traffic safety compliance checkpoints on the high injury network.

## PROJECTS NOT IMPLEMENTED IN FY2024

There is a myriad of reasons why projects are not implemented in the grant reporting year. Projects may require approval from multiple stakeholders, including government agencies, community leaders, as well as compliance with NHTSA requirements. Some projects face technical challenges that are difficult to overcome, such as limitations in current technology or infrastructure. Complicated logistics, administrative barriers including the coordination of multiple teams and resources, can cause delays and complications. Organizational or governmental priorities can shift, causing projects to be deprioritized.

Understanding these barriers can help in strategizing better planning, securing necessary resources, and ensuring stakeholder buy-in to increase the likelihood of successful project implementation.

The following section summarizes projects not implemented in FY2024.

Project Number/Agency	Project Name	Amount Awarded	Amount Expended
PT-2024-24-00-01	DC Law Enforcement Liaison	\$102,333 BIL 402	--

This project was not implemented due to administrative obstacles and the inability to identify an individual to fulfill the role of Law Enforcement Liaison in FY24. However, the Highway Safety Office has identified leads and intends to successfully implement this project in FY25.

Project Number/Agency	Project Name	Amount Awarded	Amount Expended
PS-2024-24-01-00	Howard University PS: Project Vision Zero BIL 402	\$159,624	--

This project was not implemented because the grantee faced administrative barriers to returning an executed agreement.

Project Number/Agency	Project Name	Amount Awarded	Amount Expended
M1HVE-2024-20-24-01	US Park Police	\$237,495 BIL 405b (HIGH)	--
	USPP	\$0	

US Park Police		BIL 405b (HIGH)	
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The project was not implemented as the applicant ultimately denied the funding due to the prospect of administrative burden from grant funding and operations.

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Project Number/Agency	Project Name	Amount Awarded	Amount Expended
M3DA-2024-24-02-00	DOH: Data Entry Convictions	\$150,000 FAST 405c	--

The project was not implemented due to administrative barriers. The applicant intends to address these issues and reapply in FY25.

## PLANNING AND ADMINISTRATION

Planning and Administration (otherwise known as Program Management) is responsible for developing and implementing grants and projects, providing technical support to grantees, monitoring of project activities, reviewing financial expenditures, and ensuring that all grantee program activities support the HSO and current transportation bill regulatory requirements. The HSO Program areas include impaired driving, occupant protection / CPS, aggressive driving, pedestrians and bicycles, traffic records, police traffic services, and communications.

The following section summarizes projects implemented in FY2024.

Project Number/Agency	Project Name	Amount Awarded	Amount Expended
PA-2024-24-01-00	DDOT: Fueling Culture Change	\$554,871.73 BIL 402	\$302,515.11

## BACKGROUND

This project provided funding for the Highway Safety Office Director and Financial Manager positions in managing the day-to-day operations of the Highway Safety Office. Together, these individuals bring extensive experience in effective countermeasures, evaluation, community engagement, law enforcement, management of federal funds, and much more to the Highway Safety Office team.

## PROJECT GOALS

- To support the goals and activities identified in the HSP.
- To reduce traffic fatalities and injuries in various areas identified in the HSP.

The HSO continued its administrative support of the FY2024 HSP, grants, and management. Funds supported salary, office supplies, professional dues, and updates to the Policies and Procedures Manual.

## PROJECT RESULTS

- **Executed FY2024 Grants.** Prepared Memorandum of Understanding (MOU), Grant Agreements, and Purchase Orders for grantees.
- **Monitored grantees.** Throughout the year, there was constant monitoring with each of the grantees via the review of monthly and quarterly reports, attending meetings and events.
- **Recruited Partners.** HSO Staff recruited new partners, including local State Farm Agents, ANC Commissioners, and migrant respite centers, in an effort to expand the office's reach.
- **Attended various District specific meetings.** These meetings include weekly fatal crash review meetings, Pedestrian Advisory Council and Bicycle Advisory Council convenings, Virginia and North Carolina Impaired Driving Taskforce meetings and WRAP meetings.
- **Prepared Vouchers.** In partnership with the Office of the Chief Financial Officer (OCFO), the HSO reviewed, submitted, and ensured payment of grantees' claim

submissions. OCFO prepared for NHTSA vouchers and Grants Tracking Entry to allow for District reimbursement of funds.

- **Public Messages.** Throughout the year, HSO coordinated with DDOT communications to alert drivers entering the District on traffic safety messages using the District's variable message boards.
- **Safe Communities.** The District established a Safe Communities Coalition, as other states have successfully implemented. The HSO held monthly coalition meetings with grantees and other relevant stakeholders.
- **Conference Travel.** HSO staff traveled to and presented at various transportation safety conferences including Lifesavers, GHSA Annual Meeting, ATSIP, and TRB.
- **Cross-Agency Guidance.** The HSO served as a resource to District agencies for transportation safety countermeasures and Vision Zero KPI development.
- **Policies and Procedures Manual.** With the help of GHSA, the HSO enlisted the help of a contractor to review and update the office's policies and procedures manual.

## OVERVIEW OF EXPENDITURES

Issue Area	Fund	Project Number	Project Name	Obligated	Expended	Balance
Aggressive Driving	BIL 402	CP-2024-24-02-01	DDOT: Aggressive Driving Project	\$250,000	\$19,972.67	\$230,027.33
	BIL 402	TC-2024-24-01-00	OAG: Aggressive Driving Prosecutor	\$130,297	\$71,281.64	\$59,015.36
	BIL 405e	B8AX-2024-00-00-00	Holding Pot	\$172,413.27	\$0.00	\$172,413.27
	FAST ACT 402	TSP-2024-24-03-00	George Washington University: Raising Aw	\$111,197	\$97,331.61	\$13,865.39
	SUPP BIL 405e	B8AX-2024-00-00-00	Holding Pot	\$15,565.12	\$0.00	\$15,565.12
Enforcement	BIL 1906	F1906X-2024-00-00-00	Holding Pot	\$425,000.00	\$0.00	\$425,000.00
	BIL 1906	F1906PRRP-2024-24-00-01	UCONN	\$150,000.00	\$126,060.40	\$23,939.60
	BIL 402	PT-2024-24-00-01	DC LEL	\$102,333.00	\$0.00	\$102,333.00
	BIL 402	PS-2024-00-00-00	DFHV - Pedestrian Enforcement	\$88,377.16	\$76,139.00	\$12,238.16
	BIL 402	PS-2024-24-06-00	MPD: Ped	\$333,245	\$159,604.31	\$173,640.69
	BIL 402	PT-2024-24-02-00	MPD: Police Traffic Services	\$805,337.96	\$715,487.42	\$89,850.54
	BIL 405b (HIGH)	M1HVE-2024-24-02-00	MPD: Occupant Protection Enforcement	\$291,765.00	\$233,047.20	\$58,717.80
	BIL 405b (HIGH)	M1HVE-2024-20-24-01	US Park Police	\$237,495.00	\$0.00	\$237,495.00
	BIL 405b (HIGH)	M1X-2024-24-00-01	USPP	\$0	\$0.00	\$0.00
	BIL 405d (LOW)	FDLHVE-2024-24-02-00	MPD: Impaired Driving Enforcement	\$357,013.07	\$357,013.07	\$0.00
	BIL 405d (MID)	M5HVE-2024-24-02-00	MPD: Impaired Driving Enforcement	\$143,881.93	\$17,659.07	\$126,222.86
Impaired Driving	BIL 402	TC-2024-24-02-00	OAG/DDOT: TSRP	\$222,000	\$187,901.84	\$34,098.16
	BIL 402	AL-2024-24-01-00	HEC: Campus Community Partners	\$109,469	\$76,527.10	\$32,941.90
	BIL 402	AL-2024-24-02-00	OCME: Chemical Testing Impaired Drivers	\$350,340	\$310,231.10	\$40,108.90
	BIL 405d	M7II-2024-00-00-00	Holding Pot	\$171,601.53	\$0.00	\$171,601.53
	BIL 405d (LOW)	M6X-2024-00-00-00	Holding Pot	\$1,846,783.68	\$0.00	\$1,846,783.68
	BIL 405d (LOW)	FDLCS-2024-20-24-01	OAG DUI Prosecutors	\$493,045.33	\$241,808.31	\$251,237.02
	BIL 405d (LOW)	M6OT-2024-20-24-01	WRAP	\$102,311.75	\$44,404.19	\$57,907.56
	BIL 405d (LOW)	M6X-2024-24-01-01	WRAP	\$0.00	\$0.00	\$0.00
	BIL 405d (MID)	M5HVE-2024-24-01-00	ABCA DC Double Check Program	\$192,558.40	\$52,566.96	\$139,991.44
	BIL 405d (MID)	M5X-2024-00-00-00	Holding Pot	\$0.00	\$0.00	\$0.00
	BIL 405d (MID)	M5CS-2024-24-01-00	OAG: DUI Prosecutors	\$374,646.67	\$374,646.67	\$0.00
	FAST ACT 405d(LOW)	M6X-2024-00-00-00	Holding Pot	\$0.00	\$0.00	\$0.00

	FAST ACT 405d(LOW)	M60T-2024-24-01-00	WRAP	\$282,688.25	\$282,688.25	\$0.00
	FAST ACT 405d(LOW)	M6X-2024-24-01-00	WRAP	\$0.00	\$0.00	\$0.00
	SUP BIL 405d (LOW)	M6X-2024-00-00-00	Holding Pot	\$176,417.92	\$0.00	\$176,417.92
	SUPP BIL 405d	M7X-2024-00-00-00	Holding Pot	\$10,708.16	\$0.00	\$10,708.16
	SUPP BIL 405d (MID)	M5X-2024-00-00-00	Holding Pot	\$88,038.09	\$0.00	\$88,038.09
Nonmotorized	BIL 402	PS-2024-24-02-00	DDOT: PP	\$250,000	\$174,253.59	\$75,746.41
	BIL 402	PS-2024-24-01-00	Howard University PS: Project Vision Zero	\$159,624	\$0.00	\$0.00
	BIL 402	PS-2024-24-04-00	WABA: Washington Region Traffic Safety	\$240,000	\$223,489.96	\$16,510.04
	BIL 405g	BGSP-2024-00-00-00	Holding Pot	\$17,425.71	\$0.00	\$17,425.71
	FAST ACT 402	PS-2024-05-00	DFHV: Ped	\$73,398.84	\$73,398.84	\$0.00
	SUPP 405g	BGSP-2024-00-00-00	Holding Pot	\$14,776.14	\$0.00	\$14,776.14
	SUPP BIL 405h	FHX-2024-24-01-00	Holding Pot	\$25,706.67	\$0.00	\$25,706.67
Occupant Protection	BIL 405b (HIGH)	M1CPS-2024-00-00-00	Children's National: Improving CPS	\$61,168.35	\$61,168.35	\$0.00
	BIL 405b (HIGH)	M1CPS-2024-24-01-00	DDOT: Ed	\$110,900.00	\$13,300.00	\$97,600.00
	BIL 405b (HIGH)	M1X-2024-00-00-00	Holding Pot (2022-2023)	\$189,720.78	\$0.00	\$189,720.78
	BIL 405b (HIGH)	M1X-2024-24-02-00	Howard University: Seat Belt Observation	\$0.00	\$0.00	\$0.00
	BIL 405b (HIGH)	M1OP-2024-20-24-01	Howard University: Seat Belt Survey	\$77,829.46	\$14,582.96	\$63,246.50
	FAST ACT 405b (HIGH)	M1CPS-2024-24-01-00	Children's National: Improving CPS	\$80,993.16	\$80,993.16	\$0.00
	FAST ACT 405b (HIGH)	M1X-2024-24-01-00	Children's National: Improving CPS	\$0.00	\$0.00	\$0.00
	FAST ACT 405b (HIGH)	M1X-2024-00-00-00	Holding Pot	\$0.00	\$0.00	\$0.00
	SUPP BIL 405b (HIGH)	M1X-2024-00-00-00	Holding Pot	\$44,283.94	\$0.00	\$44,283.94
	SUPP BIL 405b (HIGH)	M1OP-2024-20-24-01	Howard University: Seatbelt Survey	\$22,170.54	\$0.00	\$22,170.54
Other	BIL 402	CP-2024-00-00-00	Holding Pot	\$1,490,228	\$0.00	\$0.00
	FAST ACT 402	RS-2024-00-00-00	Holding Pot	\$0.00	\$0.00	\$0.00
	SUPP BIL 402	RS-2024-00-00-00	Holding Pot	\$281,909.45	\$0.00	\$281,909.45
P&A	BIL 402	PA-2024-24-01-00	DDOT: Fueling Culture Change	\$554,871.73	\$302,515.11	\$252,356.62
	BIL 402	MATCH 2024-00-00-00	Match Pot	\$0.00	\$0.00	\$0.00

<b>Paid Media</b>	BIL 402	PM-2024-24-01-00	McAndrews Company: Mass Media	\$995,000.00	\$770,008.24	\$224,991.76
	BIL 402	PS-2024-24-07-00	MWCOG - Street Smart Campaign	\$150,000.00	\$150,000.00	\$0.00
	BIL 405g	BGPE-2024-24-01-00	MWCOG - Street Smart Campaign	\$220,000.00	\$220,000.00	\$0.00
<b>Traffic Records</b>	BIL 405c	M3DA-2024-24-04-00	American: Data-Driven Streets	\$374,443.84	\$319,129.26	\$55,314.58
	BIL 405c	M3X-2024-00-00-00	Holding Pot	\$801,525.24	\$0.00	\$801,525.24
	FAST ACT 405c	M3DA-2024-24-03-00	American: Data-Driven Streets	\$25,556.16	\$25,556.16	\$0.00
	FAST ACT 405c	M3DA-2024-24-01-00	DMV: Data Entry Convictions	\$75,000	\$73,316.06	\$1,683.94
	FAST ACT 405c	M3DA-2024-02-00	DOH: Data Entry Convictions	\$150,000	\$0.00	\$150,000
	FAST ACT 405c	M3DA-2024-00-00-00	Holding Pot	\$0.00	\$0.00	\$0.00
	SUPP BIL 405c	M3X-2024-00-00-00	Holding Pot	\$75,240.25	\$0.00	\$75,240.25
<b>Youth Safety</b>	BIL 402	TSP-2024-24-01-00	Impact Teen Drivers: Educate	\$440,000	\$404,265.45	\$35,734.55
	BIL 405e	B8APE-2024-24-01-00	Impact Teen Drivers: Educate	\$60,000	\$60,000	\$0.00
	FAST ACT 402	TSP-2024-24-02-00	Catholic University: BEST Program	\$58,387	\$39,118.75	\$19,268.25
	SUPP BIL 402	PS-2024-24-03-00	Safe Routes to School Partnership: Story	\$98,326.65	\$56,942.58	\$41,384.07

Funding Type	Obligated	Expended	Balance
<b>BIL 1906</b>	<b>\$575,000.00</b>	<b>\$126,060.40</b>	<b>\$448,939.60</b>
<b>BIL 402</b>	<b>\$6,671,122.38</b>	<b>\$3,641,677.43</b>	<b>\$3,029,444.95</b>
BIL 405b (HIGH)	\$968,878.59	\$322,098.51	\$646,780.08
BIL 405c	\$1,175,969.08	\$319,129.26	\$856,839.82
BIL 405d	\$171,601.53	\$0.00	\$171,601.53
BIL 405d (LOW)	\$2,799,153.83	\$643,225.57	\$2,155,928.26
BIL 405d (MID)	\$711,087.00	\$444,872.70	\$266,214.30
BIL 405e	\$232,413.27	\$60,000.00	\$172,413.27
BIL 405g	\$237,425.71	\$220,000.00	\$17,425.71
<b>BIL 405 TOTAL</b>	<b>\$6,296,529.01</b>	<b>\$2,009,326.04</b>	<b>\$4,490,248.11</b>
<b>FAST ACT 402</b>	<b>\$242,982.84</b>	<b>\$209,849.20</b>	<b>\$33,133.64</b>
FAST ACT 405b (HIGH)	\$80,993.16	\$80,993.16	\$0.00
FAST ACT 405c	\$250,556.16	\$98,872.22	\$151,683.94
FAST ACT 405d (LOW)	\$282,688.25	\$282,688.25	\$0.00
<b>FAST ACT 405 TOTAL</b>	<b>\$614,237.57</b>	<b>\$462,553.63</b>	<b>\$151,683.94</b>
<b>SUPP BIL 402</b>	<b>\$380,236.10</b>	<b>\$56,942.58</b>	<b>\$323,293.52</b>
SUPP BIL 405b (HIGH)	\$66,454.48	\$0.00	\$66,454.48
SUPP BIL 405c	\$75,240.25	\$0.00	\$75,240.25

SUPP BIL 405d	\$10,708.16	\$0.00	\$10,708.16
SUPP BIL 405d (LOW)	\$176,417.92	\$0.00	\$176,417.92
SUPP BIL 405d (MID)	\$88,038.09	\$0.00	\$88,038.09
SUPP BIL 405e	\$15,565.12	\$0.00	\$15,565.12
SUPP BIL 405g	\$14,776.14	\$0.00	\$14,776.14
SUPP BIL 405h	\$25,706.67	\$0.00	\$25,706.67
<b>SUPP BIL 405 TOTAL</b>	<b>\$472,906.83</b>	<b>\$0.00</b>	<b>\$472,906.83</b>
<b>TOTAL</b>	<b>\$15,253,014.73</b>	<b>\$6,506,418.28</b>	<b>\$8,746,605.45</b>